SEVENTEENTH ANNUAL REPORT
OF THE PRESIDENT TO THE CONGRESS
ON THE OPERATION OF
THE AUTOMOTIVE PRODUCTS TRADE ACT
OF 1965

S362-28

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I. SUMMARY

The decline in motor vehicle sales that started in 1979 continued in 1982 with sales falling 2.4 percent below the 1981 level in the United States and 22.7 percent under in Canada. Reflecting the weak market, production was lower in both countries; motor vehicle output dropped 12 percent in the United States and 3.5 percent in Canada. The sharper decline in production in the United States reflected inventory liquidation and an increase in net imports of motor vehicles from Canada. U.S. production was the lowest since 1961 and Canadian output was the lowest since 1970. As in the three previous years, imports remained strong. Import penetration in the United States dropped slightly to 25 percent of the motor vehicle market with import sales declining 5.5 percent from the 1981 level. In Canada, import penetration jumped from 25 percent to 29 percent, surpassing the U.S. level, despite a 9.9 percent drop in imported motor vehicle sales.

Although the Canadian motor vehicle sales dropped sharply in 1982, the Canadian industry made impressive gains in exporting motor vehicles and parts to the United States with shipments increasing 25 percent over the previous year. Reflecting the weak Canadian market, U.S. shipments of motor vehicles and parts to Canada dropped 9 percent. This resulted in a deficit of $2.32 billion for the United States in automotive products trade with Canada, compared with a surplus of $1.44 billion in 1981, a remarkable swing of $3.76 billion in the two years. This deficit is a record for the United States and the first since 1972. The turnaround in automotive trade in 1982 resulted primarily from a change in demand in the U.S. market aggravated by declining Canadian auto sales. With gasoline prices falling, consumer demand in the United States shifted toward larger cars, which account for a disproportionately high share of Canadian automobile production. Manufacturers drew heavily on their Canadian assembly operations to meet the change in U.S. demand.

Employment in the U.S. automotive industry in 1982 fell for the fourth straight year. Average monthly employment was down 12 percent in 1982 compared with declines of 1 percent in 1981 and 20 percent in 1980. During 1982, employment in the Canadian automobile industry fell 8 percent from the 1981 level after remaining constant in that year. As with production, automotive industry employment fell to the lowest level since 1961 in the United States and since 1970 in Canada.

In the United States, expenditures for new plant and equipment by the "big four" car manufacturers fell 12 percent from the 1981 level and 15 percent below the 1979 peak. Expenditures in Canada dropped sharply in 1982, falling 67 percent from the 1981 amount. However, capital expenditures in Canada were far

above traditional levels in 1980 and 1981 because Ford was building a new engine plant and General Motors, a new transmission plant. The Canadian share of U.S.-Canadian investment in new plant and equipment was 5.8 percent in 1982, compared with 6.1 percent for the 1965-1979 period and 14 percent for both 1980 and 1981.

In 1981, the Canadian Government reached an understanding with Volkswagen (VW) on a proposed duty remission plan which could have eventually led to waiving Canada's import duty on VW cars from the United States and Europe in exchange for VW opening a parts production plant in Canada to serve two U.S. assembly plants -- one in operation in Pennsylvania and the other proposed for Michigan. The United States Government expressed concern that the proposed arrangement would bypass the 1965 Automotive Products Agreement and could become a precedent for future agreements with other foreign automotive manufacturers.

The parties did not proceed with the proposed arrangement because falling sales placed in doubt VW's need for additional manufacturing facilities in North America. VW subsequently decided to scale back its North American production plans drastically, including elimination of a proposed new assembly plant in Michigan. Despite dropping the Michigan plant, VW still plans to produce parts in Canada, although at much lower volume.

II. BACKGROUND

Before 1965, Canada had a high-cost automotive industry structured to serve a comparatively small domestic market behind a high tariff wall. The measures Canada took to encourage production and increase exports, including import duty remissions to Canadian manufacturers, were a serious irritant to economic relationships with the United States. Under those circumstances, it was desirable for the two countries to agree on a mechanism that would allow Canada to develop a more rational and efficient automotive industry without adversely affecting the U.S. industry. The resulting automotive products agreement,[1/] signed on January 16, 1965, created the basis for an integrated automotive products market by removing duties on trade between the two countries in specified motor vehicles and original equipment automotive parts.

Article I of the Agreement sets forth three objectives: "(a) the creation of a broader market for automotive products within which the full benefits of specialization and large-scale production can be achieved; (b) the liberalization of United States and Canadian automotive trade in respect of tariff barriers and other factors tending to impede it, with a view to enabling the industry of both countries to participate on a fair and equitable basis in the expanding total market of the

1/ Appendix A, page 50

two countries; and (c) the development of conditions in which market forces may operate effectively to attain the most economic pattern of investment, production and trade." The United States and Canada further agreed that it shall be the policy of each government to avoid actions which would frustrate the achievement of these objectives. The Agreement is of unlimited duration, but each government has the right to terminate on 12-months notice.

The Agreement, as implemented in the United States by the Automotive Products Trade Act of 1965,[2/] resulted in the removal of U.S. duties on specified new and used Canadian motor vehicles and original equipment automotive parts. The President proclaimed the tariff modifications effective retroactive to January 18, 1965.[3/]

The United States removed its duties on automotive products on a MFN basis. Canada. Therefore, it became necessary to obtain a waiver of its General Agreement on Tariffs and Trade (GATT) obligations concerning most-favored nation (MFN) tariff treatment. GATT approved the waiver in December 1965.

Canada implemented its side of the Agreement somewhat differently. It accorded duty-free treatment to specified new motor vehicles and original equipment parts on an MFN basis to all automotive manufacturers who had production facilities in Canada at the time of negotiation of the Agreement. Therefore, Canada did not consider it necessary to obtain a GATT waiver for its Order-in-Council implementing duty-free treatment effective January 18, 1965.

In recognition of the need for a transitional period for the smaller, higher-cost Canadian industry to adjust to the competitive pressures, several restrictive measures were set forth in Annex A to the Agreement: (1) only certain Canadian vehicle manufacturers could import automotive products duty-free; and (2) only those of the manufacturers who met certain minimum Canadian value-added and Canadian production-to-sales ratio requirements could avail themselves of the duty-free importation privilege.

With the duty-free import privilege in Canada limited to vehicle manufacturers, individuals who import motor vehicles from the United States must pay the Canadian duty of 12.8 percent ad valorem. In contrast, anyone in the United States may import a finished vehicle covered by the Agreement duty-free. In both countries, only eligible vehicle manufacturers may import original equipment parts and accessories duty-free.

2/ Appendix B, page 53
3/ Appendix C, page 62

In addition to the limitations set forth in Annex A, the motor vehicle manufacturers gave the Canadian Government certain Letters of Undertaking to increase Canadian value-added. The letters committed the companies (1) to specific increases in Canadian value-added to be accomplished by July 31, 1968, and (2) to additional increases in the Canadian value-added, annually, by a proportion of any growth in sales in the Canadian market. Although the letters were between the companies and the Canadian Government, they were signed with the tacit approval of the United States Government. The tacit approval was withdrawn in 1970.

III. DEVELOPMENTS IN 1982

The combination of a major shift in consumer demand to smaller, more fuel-efficient cars, together with sluggish economic conditions and costly credit, plunged the industry into the worst crisis in its history. Since the spring of 1979, sharply reduced sales of North American type motor vehicles have had a devastating impact on the North American Automotive Industry.

Production in the North American Automotive Industry

Total United States and Canadian motor vehicle production in 1982 was 8.26 million vehicles, down 10.8 percent from 1981. The United States share of the combined 1982 total was 85 percent, down slightly from 86 percent in the previous year.

United States

Motor vehicle production in the United States declined 12.0 percent to 6.99 million units in 1982. Passenger car production fell 18.9 percent from 1981 to 5.07 million cars, 47.5 percent below the peak year, 1973. The drop in car output resulted from lower sales, inventory liquidation and a sharp increase in net imports of cars from Canada. Reflecting the popularity of the recently introduced domestic-make compact pickup trucks, truck production increased 13.6 percent to 1.91 million units, but still remained 48.6 percent below the peak year 1978.4/ The U.S. share of North American car production was 86.3 percent in 1982 compared with an average of 88.1 percent for the last decade. Its share of 1982 truck production was 80.3 percent compared with 84.0 percent for the last ten years.

Canada:

Motor vehicle production in Canada in 1982 fell to 1.28 million units, 3.5 percent below the 1981 level. Passenger

4/ Table 2, page 22

car production increased 0.6 percent to 808,000 cars, 34.2 percent below the 1973 peak. Truck production fell 9.8 percent to 469,000 trucks, 30.8 percent below the peak in 1978.5/

Retail Sales

Total retail motor vehicle sales in the United States and Canada in 1982 were 11.5 million units, a decline of 4.4 percent from the 1981 total. U.S. sales declined 2.4 percent to a level 31.7 percent below the 1978 peak. Canadian sales dropped 22.7 percent to a level 34 percent under the peak in 1979. The United States share of total sales was 92 percent, up slightly from 90 percent in the previous year and an average of 91 percent for the last decade. The sharper drop in Canadian sales compared with U.S. sales reflected a steeper decline in Canadian economic activity (real Gross National Product declined 4.8 percent in Canada in 1982 compared with 1.9 percent in the United States) and higher interest rates.

United States:

Retail sales of passenger automobiles declined to 7,973,000 cars in 1982, 6.6 percent below 1981. Sales of imports from overseas dropped to 2,214,000 cars, 4.9 percent below 1981. Sales of 5,759,000 North American-built cars represented a decline of 7.2 percent from the previous year. North American-built truck sales jumped 18.8 percent to 2,152,000 vehicles while sales of imports declined 8.7 percent to 410,000 trucks. 1982 retail sales of the new domestic compact pickups increased 300,000 units from 1981 sales of 60,000, accounting for most of the domestic sales gain and the reduction in sales of imported pickup trucks.

Canada

Retail sales of passenger cars dropped 21.1 percent to 713,000 cars in 1982. Sales of imports from overseas declined 12.8 percent to 224,000 cars while sales of North American-built cars fell 24.4 percent to 489,000 units. Retail sales of North American-built trucks plunged 33.5 percent to 167,000 vehicles while sales of imported trucks rose 11.1 percent to 40,000 vehicles.

Expenditures by Automotive Manufacturers for Plant and Equipment

Expenditures in the North American Automotive Industry for new plant and equipment in 1982 by the "big four" motor vehicle manufacturers totaled $4.726 billion, 19.7 percent below 1981

5/ Table 3, page 23

expenditures and 20.6 percent under the 1980 peak of $5.951 billion. The 1982 level was the lowest since 1977 when expenditures totaled $2.882 billion.

Investment in the United States was $4.451 billion, down 12.0 percent from the 1981 level of $5.059 billion. The Canadian share was $275 million, 66.6 percent below 1981 expenditures of $823 million and 66.8 percent below the 1980 peak of $827 million. The Canadian share of automotive investment for new plant and equipment averaged 6.1 percent during the 1965 through 1979 period. Ford and GM expenditures on a new engine and a new transmission plant, respectively, caused the Canadian portion of U.S.-Canadian automotive investment in new plant and equipment greatly to exceed its traditional share during 1980 and 1981. Expenditures in Canada accounted for a 5.8 percent share of total expenditures for new plant and equipment in 1982 compared with a 14.0 percent share in 1981 and 13.9 percent in 1980.

Relative Prices of Automobiles

Automotive price comparisons in this section are based on factory list prices rather than manufacturers' suggested retail prices, because of different tax structures[6/] in each country (see Tables 6, 7 and 8)[7/]. The U.S. prices and Canadian prices expressed in U.S. dollars are for identical cars with comparable standard equipment.

Expressed in U.S. dollars, factory list prices at the time for introduction of selected 1983 models ranged from 8.2 to 15.5 percent lower in Canada than in the United States. In 1982, the same models ranged from 6.9 to 8.9 percent lower in price in Canada.

The producer and consumer price indexes for automotive products continued to rise in both countries, although at reduced rates. During 1982, the producer price index for cars increased 4.1 percent in the United States, and the index for trucks climbed 7.0 percent. The rate of increase in the index for cars was only half that of the previous year. The increase for trucks was down sharply from the 13.5 percent rise in 1981. The consumer price index for passenger cars continued to show a moderation in the rate of price change, rising only 3.8 percent in 1982 compared with 6.1 percent in 1981 and 8.0 percent in 1980.[8/]

6/ Canada has a federal sales tax on passenger cars that is included in the suggested retail price; the United States does not.

7/ Table 6, page 26
Table 7, page 27
Table 8, page 28

8/ Table 4, page 24

In Canada, the increases in the price indexes for cars and trucks were significantly lower in 1982 than in the previous year. The industrial selling price index for passenger cars rose only 3.6 percent in 1982 compared with 11.7 percent in 1981. The industrial index for trucks rose 6.3 percent in 1982 compared with 14.0 percent in 1981. The Canadian consumer price index for passenger cars rose only 4.7 percent in 1982 compared with 11.5 percent in 1981.9/

Employment in the Automotive Industry

Employment in the North American Automotive Industry in 1982 averaged 863,000, 11.5 percent below the 1981 level. The United States share of total employment in 1982 was 90 percent, the same as in 1981.

Average monthly automotive industry employment (including automotive stampings) in the United States declined again in 1982, dropping 11.9 percent to 774,000 employees, 31.1 percent below the 1978 peak of 1,123,000.10/

The 1982 decline affected all sectors. Employment in the motor vehicles and parts sectors dropped 12.0 percent in 1982 to 690,000 employees, the lowest level of employment since 1961. The automotive stampings sector also registered a drop in employment in 1982, falling 11.3 percent from 1981.

Canadian automotive industry employment fell 7.6 percent in 1982 to an average of 89,700 employees after increasing 0.4 percent in 1981.11/ 1982 employment was 22.9 percent below the 1978 peak of 116,000 employees. In 1982, parts and accessories sector employment dropped 8.0 percent from the prior year to 39,200 employees. Automotive assembly employment declined only 1.6 percent in 1982 to 43,000.

Trade in Motor Vehicles and Parts Between the United States and Canada

Total automotive products trade between the United States and Canada was $24.3 billion in 1982, an increase of 7 percent from 1981.12/ This increase primarily reflected the expanded volume of Canadian motor vehicle shipments to the United

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9/ Table 5, page 25
10/ Table 9, page 29
11/ Table 10, page 30
12/ Table A, page 9. The U.S. export data in this table and in Table B, page 10, are based on Canadian import statistics rather than Bureau of the Census data. The section on trade statistics on page 13 explains the reason for diverging from the use of Census data in Tables A and B.

States. From 1964, the year before the Agreement, to 1982, total two-way trade in automotive products increased 3,300 percent in nominal dollars and 1200 percent in constant 1972 dollars.

During 1982, U.S. automotive products exports to Canada declined 9 percent while corresponding imports from Canada rose 25 percent. This resulted in a United States automotive products deficit of $2.32 billion, compared with the $1.44 billion surplus of the previous year 12/--a dramatic swing of $3.76 billion between the two years. This deficit was the first for a full year since the unfavorable balance of $99 million incurred in 1972. The United States recorded a deficit in duty-free automotive products of $2.00 billion in 1982 compared with a surplus of $1.43 billion in 1981.13/ The surplus in dutiable automotive products of $6 million in 1981 changed to a deficit of $325 million in 1982.13/

The turnaround in automotive trade in 1982 resulted primarily from a change in demand in the U.S. market aggravated by declining Canadian auto sales. With gasoline prices falling, consumer demand in the United States shifted toward larger cars which account for a disproportionately high share of Canadian automobile production. The Canadian safeguards referred to on page 4, by establishing demanding levels of Canadian value added, encouraged the production of larger cars in Canada. In the 1982 model year, Canada had 22.8 percent of North American larger car (intermediate and full-size) assembly capacity, compared with 5.7 percent of small car (subcompact and compact) and 12.9 percent of overall car assembly capacity. The United States, of course, had a disproportionately low share of large car assembly capacity. Therefore, manufacturers had to rely heavily on their Canadian assembly operations to meet U.S. demand. As a result, Canadian shipments of passenger cars to the United States in 1982 increased 25.2 percent to 707,000 units. In contrast, U.S. shipments of cars to Canada in 1982 dropped 31.2 percent to 323,000 vehicles due to the slumping Canadian car market. The net effect of changes in passenger car trade flow was an increase of $2.3 billion in Canada's surplus for assembled motor vehicles.

Changes in the truck markets in the two countries in 1982 also adversely affected the U.S. trade. Retail sales of North American-built trucks increased 18.8 percent in the United States in 1982. In contrast, retail sales of these trucks plunged 33.5 percent in Canada. In response to these market changes, truck shipments from Canada to the United States

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13/ Table B, page 10
Table C, page 11

TABLE A

U.S. CANADIAN TRADE IN AUTOMOTIVE PRODUCTS, 1964 and 1977-82

U.S. IMPORTS - CANADIAN IMPORTS 1/

(Millions of U.S. Dollars)

	1964	1977	1978	1979	1980	1981	1982
U.S. exports 2/							
Cars	34	2,655	2,613	3,147	2,906	3,095	2,324
Trucks	23	1,057	1,158	1,654	1,041	1,122	706
Parts	577	6,434	7,080	7,344	6,478	7,701	7,824
Subtotal	634	10,146	10,851	12,145	10,428	11,918	10,853
Tires and Tubes	6	144	113	128	124	137	118
TOTAL EXPORTS	640	10,290	10,964	12,273	10,552	12,055	10,971
U.S. imports							
Cars	18	3,795	4,129	3,707	3,802	4,295	5,805
Trucks	4	1,841	2,036	1,978	1,893	2,622	3,196
Parts	49	3,496	4,160	3,831	2,888	3,462	3,963
Subtotal	71	9,132	10,325	9,516	8,583	10,379	12,964
Tires and Tubes	5	135	167	199	196	239	328
TOTAL IMPORTS	76	9,267	10,492	9,715	8,779	10,618	13,292
Net Balance	+563	+1,023	+472	+2,558	+1,773	+1,437	-2,321

1/ Totals may not add due to rounding.

2/ Canadian import data. Parts exports (Canadian imports) adjusted to exclude tooling charges in millions of U.S. dollars as follows: 1977 - $72; 1978 - $235.

Note: Data exclude U.S.-Canadian trade in materials for use in the manufacture of automotive parts.
Canadian dollars converted to U.S. dollars at following exchange rates:
$1.00 Canadian = $0.925 U.S., 1964; $0.94095, U.S. 1977;
$0.8871, 1978; $0.85471, 1979; $0.83560, 1980; $0.84382, 1981; $0.80743, 1982.

TABLE B

UNITED STATES AUTOMOTIVE EXPORTS TO CANADA[1/]

(Millions of U.S. Dollars)

	December		Cum. Jan. thru Dec.	
	1982	1981	1982	1981
Automotive exports:				
Duty Free:				
Passenger cars	150.7	183.7	2,265.4	3,002.0
Trucks, buses, and chassis	43.1	53.4	681.7	1,065.1
Parts and accessories	521.3	527.6	7,458.0	7,224.4
Total, duty-free	715.1	764.7	10,405.1	11,291.5
Dutiable:				
Passenger cars	7.9	4.6	58.2	93.2
Trucks, buses, and chassis	3.2	4.1	24.2	57.3
Parts and accessories	24.4	26.7	365.8	476.0
Tires and tubes	6.9	7.7	117.8	137.1
Total, dutiable	42.4	43.1	566.0	763.6
Total duty-free and dutiable:				
Passenger cars	158.6	188.3	2,323.6	3,095.2
Trucks, buses, and chassis	46.3	57.5	705.9	1,122.4
Parts and accessories	545.7	554.3	7,823.8	7,700.4
Tires and tubes	6.9	7.7	117.8	137.1
Total, automotive exports	757.5	807.8	10,971.1	12,055.1

1/ Canadian import data converted to U.S. dollars:
C $1.00 = U.S. $0.84382, December 1981
C $1.00 = U.S. $0.80743, December 1982

Source: Statistics Canada

Note: Monthly figures are preliminary and cumulative year end totals may contain annual corrections not distributed by months.

TABLE C

UNITED STATES AUTOMOTIVE IMPORTS FROM CANADA

(Millions of U.S. Dollars)

	December		Cum. Jan. thru Dec.	
	1982	1981	1982	1981
Automotive imports:[1/]				
Duty-free [2/]				
Passenger cars	413.3	373.0	5,783.1	4,275.0
Trucks, buses, and chassis	225.4	222.2	3,142.5	2,521.1
Parts and accessories	261.1	216.8	3,475.6	3,064.0
Total, duty-free	899.8	812.0	12,401.2	9,860.1
Dutiable:				
Passenger cars	3.9	0.9	21.7	19.7
Trucks, buses, and chassis	1.4	9.3	53.8	101.0
Parts and accessories	33.1	33.9	487.4	398.4
Tires and tubes	23.1	12.4	327.9	239.0
Total, dutiable	61.5	56.5	890.8	758.1
Total duty-free and dutiable:				
Passenger cars	417.2	373.9	5,804.8	4,294.7
Trucks, buses, and chassis	226.8	231.5	3,196.3	2,622.1
Parts and accessories	294.2	250.7	3,963.0	3,462.4
Tires and tubes	23.1	12.4	327.9	239.0
Total, automotive imports	961.3	868.5	13,292.0	10,618.2

[1/] 1981 U.S. imports are "free alongside ship" (f.a.s.) and 1982 U.S. imports are "customs value basis" or values as appraised by the Bureau of Customs. Both were published by the Bureau of the Census. Canadian automotive imports are valued on similar basis.

[2/] U.S. automotive product imports from Canada duty-free under the United States-Canada Automotive Agreement.

Source: U.S. Bureau of the Census.
Note: Monthly figures are preliminary and cumulative year end totals may contain annual corrections not distributed by months.

rose 20.5 percent to 364,000 units while U.S. truck shipments to Canada dropped 8.8 percent to 50,000 vehicles. The net effect of changes in truck trade flow was an additional $1.0 billion increase in Canada's motor vehicle surplus.

Changes in motor vehicle parts trade were also favorable to Canada in 1982. Although the United States retained its traditional surplus in parts trade, the 1982 balance was $0.5 billion lower than in 1981. Excluding tires and tubes, U.S. parts exports increased only 1.6 percent in 1982 to $7.8 billion compared to a 14.5 percent increase in Canadian parts exports to $4.0 billion.[12/] The startup of the Ford engine plant and the General Motors transmission plant, both in Windsor, Ontario, accounted for additional Canadian parts exports to the United States in excess of $0.3 billion. Canadian companies' efforts to increase efficiency, cut costs and produce quality products over the past few years aided many of the companies in obtaining supplier contracts with the "big four." The remainder of the increase in the Canadian export of parts resulted from these individual company efforts and the programs of the U.S. car manufacturers to increase their Canadian parts sourcing.

U.S. shipments of automotive products to Canada decreased 9 percent in 1982 to $11.0 billion. Assembled vehicles accounted for 28 percent of shipments, down from 35 percent in 1981. Dutiable exports in 1982 were $566 million or 5 percent of total automotive product exports to Canada, one percent less than the 1981 share.[14/]

Canadian shipments of automotive products to the United States increased 25 percent to $13.3 billion in 1982. Assembled vehicles accounted for 68 percent of shipments compared to 65 percent in 1981. Dutiable imports in 1982 were $891 million or 7 percent of automotive product shipments from Canada, the same share as in 1981.[15/]

Table 11[16/] lists duty-free imports from Canada by tariff number. "Parts not specifically provided for" constitute the largest single category of parts with a total 1982 value of $1.232 billion or 35 percent of the duty-free imports of motor vehicle parts. Other large volume categories are: engines and their parts; transmissions; auto furniture; wheels; truck and bus bodies; brakes; and springs. Of the $0.4 billion increase in duty-free parts imports during 1982, transmissions

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14/ Table B, page 10
15/ Table C, page 11
16/ Table 11, page 31

accounted for $190 million; engines and engine parts, $174 million; glass, $23 million; bumpers, $21 million; the "parts not specifically provided for" category, $16 million; and wheels, $10 million.

Automotive Trade Statistics

A series of consultations in 1970 between government statistical experts from both the United States and Canada led to an agreement that a cooperative effort was necessary to prepare a complete accounting of automotive products trade.

Neither U.S. nor Canadian export statistics are sufficiently detailed to reflect accurately all trade covered by the Agreement, particularly in components that are not exclusively automotive (e.g., pipe fittings, engine parts, fabric for seat covers, etc.). In addition, a joint U.S.-Canadian committee studying overall bilateral trade statistics found that a substantial amount of automotive products exports are never reported in the first place.17/ Therefore, the two nations agreed that each would use its own statistics (in which all products eligible for duty-free treatment are broken out separately) to report imports and the other country's import statistics to report exports.

Tables A, B, and C (pages 9, 10 and 11) were prepared using the method described in the previous paragraph. This method is accepted by the United States and Canada as the most accurate way of measuring trade under the Automotive Products Agreement.

The import trade data for 1977 through 1981 in Tables A,C, 12 and 14 reflect "free alongside ship" (f.a.s.) import values as published by the Bureau of the Census. The f.a.s. values represent actual transaction values of imports at the port of exportation. Starting with 1982, Census no longer uses f.a.s. data for compilation of import statistics. The 1982 import data in Tables A, C, 12 and 14 are "customs value basis" statistics, which represent the U.S. Custom Service's appraised value of imports in accordance with the requirements of Section 402 and 402a of the Tariff Act of 1930, as amended. This latter type of valuation is primarily used for collection of import duties and frequently does not reflect the actual transaction value.

17/ The study titled The Reconciliation of U.S.-Canada Trade Statistics 1970, a Report by the U.S.-Canada Trade Statistics Committee, was published jointly by the U.S. Departmemt of Commerce, Bureau of the Census, and Statistics Canada.

U.S. Automotive Products Trade With Countries Other Than Canada

The statistics used in the tables covering automotive products trade with countries other than Canada are based entirely on Bureau of the Census statistics. Consequently, the figures from Tables 12, 13 and 14[18/] used in this section are not comparable with data given on U.S.-Canadian trade in automotive products in Tables A, B, and C on pages 9, 10 and 11. For example, Table 12 (Census data) shows parts exports of $6143 million from the United States to Canada in 1982 in contrast to $7,824 million listed in Table A. Canadian import data provide the export statistics shown in Table A.

U.S. imports in 1982 of automotive products from countries other than Canada comprised 63 percent of all automotive products imports, down from 66 percent in 1981.[19/] The value of the imports (excluding Canada) reached $20.7 billion, 7.1 percent over 1981. The total increase came from countries other than Japan; imports from Japan dropped slightly to $12.8 billion as a result of lower truck shipments. The new competition from recently introduced U.S.-made compact pickup trucks accounted for the decline in truck imports from Japan.

Japan is the largest supplier to the United States, originating 39 percent of total 1982 imports including Canada and 62 percent excluding Canada. Germany, the largest supplier after Japan and Canada, originated 12 percent of 1982 imports including Canada.

The separate identification of parts, excluding Canada, for assembly (original equipment) and for maintenance and repair (aftermarket) is not possible in the statistical data. The proportion of parts for assembly is still estimated to be relatively small. However, developments in recent years - including opening of the Volkswagen plant in Pennsylvania and recent foreign sourcing of engines and transaxles - are contributing to a growing volume of parts imported for assembly. For example, imported parts were estimated to have a 5 to 6 percent share of the U.S. automotive original equipment parts market in 1980; the imports' share is expected to grow to 12 to 15 percent in 1990.[20/] Due to this trend toward increased sourcing of original equipment parts to foreign suppliers and a growing demand for aftermarket parts to service the increasing number of overseas-produced motor vehicles in this country, the proportion of parts to total automotive

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18/ Table 12, page 43
Table 13, page 44
Table 14, page 45

19/ Table 14, page 45

20/ Worldwide Competitiveness of the U.S. Automotive Industry and Its Parts Suppliers During the 1980's, Arthur Andersen & Company, February 1981.

product imports is rising. Excluding Canada, since 1965, the proportion has more than doubled, increasing from 9 percent to 20 percent in 1982.

Reflecting the strong dollar and worldwide recession, exports of automotive products to all countries except Canada fell 16.1 percent to $6.0 billion in 1982. Car and truck exports dropped 32.5 and 16.8 percent respectively. Exports of parts also fell, declining 13.3 percent. Mexico remained the largest export market, taking $1.2 billion or 20 percent of U.S. exports to all countries except Canada.21/ Saudi Arabia continued as the second largest export market in 1982, receiving shipments valued at $834 million, with Venezuela in third place at $595 million. Automotive products in 1982 were 7.1 percent of total exports of all commodities, virtually the same share as in 1981. Imports of automotive products in 1982 were 13.6 percent of total commodity imports, an increase from 11.4 percent in 1981.22/

Canadian Automotive Trade With Countries Other Than the United States

Canadian exports of automotive products to countries other than the United States had a value of $676 million (U.S. dollars) in 1982, a 33 percent decline from 1981, and amounted to 5 percent of total Canadian automotive exports.23/ Excluding the U.S., exports of vehicles in 1982 amounted to $359 million, a 35 percent decrease from the previous year. Australia remained the largest single overseas market, taking $46 million or 7 percent of the total (excluding the United States) in 1982.24/

Canada's 1982 imports of $1.6 billion of automotive products from countries other than the United States were 10 percent below 1981. A 16 percent decrease to $945 million in imports of passenger cars from overseas accounted for almost the entire decrease in automotive product imports during 1982 with trucks making up the balance of the decrease.

Japan is by far the largest overseas exporter of automotive products to Canada. In 1982, it supplied 70 percent of overseas imports.25/

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Adjustment Assistance

The Automotive Products Trade Act of 1965 provided special adjustment assistance procedures for individual firms or groups of workers dislocated primarily because of the operation of the Agreement. These provisions expired June 30, 1968. Prior to the expiration of these provisions, 21 groups of workers filed petitions for adjustment assistance. Certifications were issued in 14 cases, and weekly allowance payments totaling about $4.1 million were made to approximately 1,950 workers.

General Agreement on Tariffs and Trade Waiver

Article I of the General Agreement on Tariffs and Trade provides for the extension of unconditional most-favored-nation treatment with respect to customs duties levied on products imported from the GATT contracting parties. Under the Automotive Products Agreement certain automotive products are allowed duty-free entry into the United States only when imported from Canada. It was, therefore, necessary for the United States to obtain a waiver of its GATT obligations to the extent required to put the Agreement into effect. The waiver, approved on December 20, 1965, provided for an annual report, a review by the GATT contracting parties after two years, and, if necessary, biennially thereafter. The U.S. reports to GATT have been based on the Annual Reports by the President to the Congress on the Operation of the Automotive Products Trade Act of 1965.

The waiver provides for consultations between the United States and any contracting party which believes that elimination of the U.S. customs duties on imports of an automotive product from Canada has created a significant diversion of U.S.imports of that automotive product from the requesting country. No request for such consultations has been received by the United States.

"Bona Fide" Motor Vehicle Manufacturers

Under the Automotive Products Trade Act of 1965, imports of Canadian original motor vehicle equipment will be duty-free when made pursuant to an order, contract, or letter of intent from a bona fide motor vehicle manufacturer in the United States. The Act defines such a manufacturer as a person who, upon application to the Secretary of Commerce, is determined by the Secretary to have produced no fewer than 15 complete motor vehicles in the United States during the previous 12 months and to have installed capacity in the United States to produce 10 or more complete motor vehicles per 40-hour week.

The Secretary of Commerce has delegated this responsiblity to the Director, Bureau of Industrial Economics. Rules and Regulations published in Part 615, Chapter VI, Title 15 of the Code of Federal Regulations outline procedures for filing by motor vehicle manufacturers. They also provide for preparation, maintenance, and annual publication in the Federal Register of a list of these manufacturers.

These rules and regulations state that a person shall be regarded as having the capacity to produce a complete motor vehicle only if the operations include the assembly of two or more major components (e.g., the attachment of a body to a chassis) to create a new motor vehicle ready for use.

As of May 1, 1983, a total of 253 U.S. manufacturers were certified as "bona fide motor vehicle manufacturers."26/ Certification of a manufacturer is valid for a 12-month period from the date the Secretary determines the manufacturer is qualified, and is renewable. The certified manufacturers are engaged in one or more of the following types of business: (1) manufacture of motor vehicles, including motor vehicle chassis; (2) manufacture and installation of motor vehicle bodies, and other motor vehicle equipment on new chassis; and (3) installation of motor vehicle bodies, trailer hitches known as fifth wheels, and other motor vehicle equipment on new chassis.

The manufacturers are located in 40 states, with Michigan, Ohio, New York, Pennsylvania, Texas, Indiana, Wisconsin and Illinois leading the list in number of establishments.

The Government of Canada lists 82 Canadian firms that as of May 31, 1983 are considered to be motor vehicle manfacturers.27/

Government Actions

No formal consultations between the two governments took place in 1982.

In 1981, the Canadian Government reached an understanding with Volkswagenwerk AG (VW) on a proposed duty remission plan which could eventually lead to a waiver of Canada's import duty on VW cars from the United States and Europe in exchange for VW (1) opening a parts production plant in Canada to serve two VW assembly plants in the United States -- one in operation in Pennsylvania and the other proposed for Michigan -- and (2) increasing its purchases from independent Canadian parts suppliers. The United States Government expressed concern

26/ Appendix D, page 63
27/ Appemdix E, page 76

that the proposed arrangement would establish a new mechanism outside the framework of the 1965 Automotive Products Agreement affecting bilateral automotive products trade which could become a precedent for future agreements with other foreign automotive manufacturers that establish assembly operations in the United States. Implementation of the proposed arrangement was delayed because falling sales placed in doubt VW's need for additional manufacturing facilities in North America. After re-examining its market position vs. proposed production capacity, VW decided to sell its new plant in Michigan, then in the process of being converted to motor vehicle production. Despite sale of the Michigan plant, VW is proceeding with a plan to operate a parts production facility in Canada. However, its output will be much lower than originally planned.

In late December of 1982, the Canadian Government announced the formation of a non-government task force composed of management and labor representatives to assess the future of Canada's automotive industry. The task force's assignment was to review the development, competitive environment and position of the Canadian industry and to make recommendations concerning Government policies and strategies for supporting continued development of a balanced and competitive motor vehicle and equipment industry in Canada.

(The task force issued its report in May, 1983. The repo t incorporated the following basic recommendations:

- o Extension of the principles of the Automotive P. cts Agreement and its associated safeguards to all companies selling motor vehicles in Canada.
- o Adoption of policies to encourage further development and expansion of a world-competitive automotive parts industry in Canada.
- o Reduction of the federal sales tax on motor vehicles and reduced tariff preferences on automotive products from developing countries.
- o Expansion and extension of adjustment assistance and labor training programs.
- o Establishment of an Automotive Council to provide a forum for discussion, consultation and advice from industry and creation of an Office of Automotive Affairs within the Ministry of Industry, Trade and Commerce and Regional Economic Expansion.

The Canadian Government announced it will establish an Automotive Council but will not form an Office of Automotive Affairs.)

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TABLE 1.--RETAIL SALES OF MOTOR VEHICLES, 1965 and 1970-82

SALES IN UNITED STATES
(Thousands of Units)

Year	Automobiles			Trucks			
	North American Type	Overseas Import Type	Total	North American Type	Overseas Import Type	Total	Total Vehicles
1965	8,763	569	9,332	1,539	44	1,583	10,915
1970	7,120	1,285	8,405	1,746	65	1,811	10,216
1971	8,681	1,570	10,251	2,011	85	2,096	12,347
1972	9,327	1,623	10,950	2,486	143	2,632	13,575
1973	9,676	1,763	11,439	2,916	228	3,144	14,583
1974	7,454	1,413	8,867	2,512	171	2,683	11,550
1975	7,053	1,587	8,640	2,249	231	2,480	11,120
1976	8,611	1,498	10,109	2,944	237	3,181	13,290
1977	9,109	2,075	11,184	3,353	323	3,676	14,860
1978	9,312	2,000	11,312	3,773	336	4,109	15,421
1979	8,328	2,330	10,658	3,010	469	3,479	14,137
1980	6,581	2,390	8,971	2,002	486	2,488	11,459
1981	6,209	2,327	8,536	1,811	449	2,260	10,796
1982	5,759	2,214	7,973	2,152	410	2,560	10,533

Source: Motor Vehicle Manufacturers' Association and Ward's Reports

SALES IN CANADA
(Thousands of Units)

Year	Automobiles			Trucks			
	North American Type	Overseas Import Type	Total	North American Type	Overseas Import Type	Total	Total Vehicles
1965	634	75	709	120	2	122	831
1970	497	143	640	125	9	134	774
1971	592	188	780	147	13	160	940
1972	654	205	859	190	17	207	1,066
1973	783	188	971	235	20	256	1,227
1974	797	146	943	288	19	307	1,249
1975	836	154	989	310	17	327	1,317
1976	793	153	946	331	14	345	1,291
1977	798	194	991	338	16	354	1,345
1978	816	173	989	364	13	377	1,366
1979	864	139	1,003	381	12	393	1,396
1980	741	191	932	310	21	331	1,263
1981	647	257	904	251	36	287	1,191
1982	489	224	713	167	40	207	921

Source: Statistics Canada

TABLE 2.--U.S. MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965 and 1970-82

(Thousands of Units)

Year	Passenger cars	Trucks and buses	Total
1965	9,335.2	1,802.6	11,137.8
1970	6,550.1	1,733.8	8,283.9
1971	8,583.7	2,088.0	10,671.7
1972	8,828.2	2,482.5	11,310.7
1973	9,667.1	3,014.4	12,681.5
1974	7,324.5	2,746.5	10,071.0
1975	6,716.9	2,269.6	8,986.5
1976	8,497.9	2,999.7	11,497.6
1977	9,213.6	3,489.1	12,702.8
1978	9,176.6	3,722.6	12,891.7
1979	8,433.7	3,046.3	11,480.0
1980	6,375.5	1,632.8	8,008.3
1981	6,253.1	1,683.1 1/	7,936.2
1982	5,073.5	1,912.7 1/	6,986.2

Source: Motor Vehicle Manufacturers' Association

1/ Source: Ward's Automotive Reports -- MVMA last tabulated truck and bus production figures for 1980.

TABLE 3.--CANADIAN MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965 AND 1970-82

(Thousands of Units)

Year	Passenger cars	Trucks and buses	Total
1965	706.8	139.8	846.2
1970	923.4	236.1	1,159.5
1971	1,083.2	263.6	1,346.8
1972	1,154.5	319.9	1,474.4
1973	1,227.5	347.4	1,574.9
1974	1,165.6	361.7	1,527.3
1975	1,044.8	379.2	1,424.5
1976	1,137.3	502.8	1,640.1
1977	1,162.5	612.9	1,775.4
1978	1,139.6	677.9	1,817.5
1979	987.7	644.0	1,631.7
1980	846.8	527.5	1,374.3
1981	803.1	519.7	1,322.8
1982	807.6	468.8	1,276.5

Source: Statistics Canada

Table 4.--Price Indexes for Automotive Equipment
in the United States
Annual average 1965 and 1970-82
(1967=100)

Year	Producer price index			Consumer price index
	Passenger cars	Motor trucks	Motor vehicle parts 1/	New passenger cars
1965	100.1	97.5	--	100.9
1970	106.6	110.9	112.9	107.6
1971	112.2	118.5	120.2	112.0
1972	114.9	121.1	126.0	111.0
1973	115.4	123.0	129.0	111.1
1974	123.1	136.9	143.8	117.5
1975	134.2	152.4	172.8	127.6
1976	142.2	164.6	182.7	135.7
1977	150.6	177.5	195.6	142.9
1978	161.6	193.4	208.6	153.8
1979	174.4	210.8	225.8	166.0
1980	189.3	232.4	252.4	179.3
1981	204.8	263.8	319.9	190.2
1982	213.1	282.3	346.0	197.5

1/ The index for "motor vehicle parts" was first computed in 1967. Comparable data for earlier years are not available.

Source: U.S. Department of Labor, Bureau of Labor Statistics.

Table 5.--Price Indexes for Automotive Equipment
in Canada
Annual average 1965 and 1970-82
(1967=100)

Year	Industrial selling price index 1/					Consumer price index
	Passenger cars 2/			Motor trucks	Motor vehicle parts and accessories	New passenger cars
	Total 3/	Hardtop	4-door sedan			
1965		100.4	101.0	99.6	98.1	100.3
1970		101.6	104.2	107.9	105.8	104.2
1971	100.0	103.6	105.8	113.6	107.3	107.9
1972	101.7	105.5	107.8	116.3	109.9	110.1
1973	100.7			117.9	113.5	110.5
1974	106.8			129.9	123.3	118.3
1975	114.2			143.0	140.7	126.0
1976	117.4			153.5	153.6	133.1
1977	126.4			167.8	169.1	142.1
1978	136.6			185.6	187.7	154.7
1979	153.1			209.3	202.8	173.4
1980	172.2			232.6	224.0	193.8
1981	192.4			265.1	245.7	216.0
1982 4/	199.4			4/ 281.8	4/ 270.7	226.2

1/ The industrial selling price indexes were revised in 1969 and in 1976. The classifications shown here are the new series. 1965 is not entirely comparable with later data.

2/ The average index for passenger cars was introduced in January 1981; the indexes for individual passenger car models were discontinued in October 1973.

3/ 1971=100.

4/ Preliminary.

Source: Statistics Canada.

Prepared by: U.S. Department of Labor, Bureau of Labor Statistics.

TABLE 6.--PRICE OF TYPICAL MODEL, SUBCOMPACT 3-DOOR HATCHBACK WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1981-1983

	Price in United States Dollars	Price in Canada		Canadian Price Differential Over (Under) U.S. Price	
		Canadian Dollars	United States Dollars 3/	Amount U.S. Dollars	Percent
1981 Model Introduction					
Factory List Price	5,226	5,529	4,729	(497)	(9.5)
Sales/Excise Tax 1/	7	437	374	367	
Manufacturer's Suggested Retail Price 2/	5,233	5,966	5,103	(130)	(2.5)
1982 Model Introduction					
Factory List Price	6,258	6,865	5,707	(551)	(8.8)
Sales/Excise Tax 1/	7	618	514	507	
Manufacturer's Suggested Retail Price 2/	6,265	7,483	6,221	(44)	(0.1)
1983 Model Introduction					
Factory List Price	6,067	6,852	5,570	(497)	(8.2)
Sales/Excise Tax 1/	7	617	502	495	
Manufacturer's Suggested Retail Price 2/	6,074	7,469	6,072	(2)	---

1/ Canadian sales tax; U.S. excise tax on passenger cars and light trucks repealed as of August 15, 1971, except for tires.

2/ Manufacturer's suggested retail price includes factory list price, sales tax or excise tax including that on tires and tube and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

3/ Based on conversion rates: $ C.100 = $ U.S. model years 1981, 0.85538; 1982, 0.83136; 1983, 0.81294.

TABLE 7.--PRICE OF TYPICAL POPULAR MODEL; 4-DOOR SEDAN, WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS 1981-1983

	Price in United States Dollars	Price in Canada		Canadian Price Differential Over (Under) U.S. Price	
		Canadian Dollars	United States Dollars 3/	Amount U.S. Dollars	Percent
1981 Model Introduction					
Factory List Price	6,439	6,936	5,933	(506)	(7.9)
Sales/Excise Tax 1/	9	590	505	496	
Manufacturer's Suggested Retail Price 2/	6,448	7,526	6,438	(10)	(.2)
1982 Model Introduction					
Factory List Price	7,044	7,717	6,415	(629)	(8.9)
Sales/Excise Tax 1/	9	631	525	516	
Manufacturer's Suggested Retail Price 2/	7,053	8,348	6,940	(113)	(1.6)
1983 Model Introduction					
Factory List Price	7,408	7,699	6,259	(1,149)	(15.5)
Sales/Excise Tax 1/	9	691	562	553	
Manufacturer's Suggested Retail Price 2/	7,417	8,390	6,821	(569)	(8.0)

1/ Canadian sales tax; U.S. excise tax on passenger cars and light trucks, repealed as of August 15, 1971, except for tires.
2/ Manufacturer's suggested retail price includes factory list price, sales tax or excise tax including that on tires and tubes and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.
3/ Based on conversion rates: $C 1.00= $ U.S. model years 1981, 0.85538; 1982, 0.83136; 1983, 0.81294.

TABLE 8.--PRICE OF TYPICAL POPULAR MODEL, 2 DOOR SEDAN WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1981-1983

	Price in United States Dollars	Price in Canada		Canadian Price Differential Over (Under) U.S. Price	
		Canadian Dollars	United States Dollars 3/	Amount U.S. Dollars	Percent
1981 Model Introduction 4/					
Factory List Price	17,028	22,408	19,167	2,139	12.6
Sales/Excise Tax 1/	17	1,475	1,262	1,245	
Manufacturer's Suggested Retail Price 2/	17,045	23,883	20,429	3,384	19.9
1982 Model Introduction 5/					
Factory List Price	8,305	9,304	7,735	(570)	(6.9)
Sales/Excise Tax 1/	8	722	600	592	
Manufacturer's Suggested Retail Price 2/	8,313	10,026	8,335	22	0.3
1983 Model Introduction 5/					
Factory List Price	8,051	8,955	7,280	(771)	(9.6)
Sales/Excise Tax 1/	8	695	785	777	
Manufacturer's Suggested Retail Price 2/	8,059	9,650	7,845	(214)	(2.7)

1/ Canadian sales tax; U.S. excise tax on passenger cars and light trucks repealed as of August 15, 1971, except for tires.
2/ Manufacturer's suggested retail price includes factory list price, sales tax or excise tax including that on tires and tubes and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.
3/ Based on conversion rates: $C 1.00 = $U.S. model years 1981, 0.85538; 1982, 0.83136; 1983, 0.81294.
4/ 8-cylinder model
5/ 4-cylinder model

Table 9.--Total Employment in the U.S. Automotive Products Industry, Based on U.S. 1972 Standard Industrial Classification (SIC), Annual Average 1972-82

(Thousands of Employees)

Year	Total motor vehicles and equipment (SIC 371)	Motor vehicles and passenger car bodies (SIC 3711)	Truck and bus bodies (SIC 3713)	Parts and accessories (SIC 3714)	Automotive stampings (SIC 3465)
1972	874.8	415.2	46.1	383.0	104.5
1973	976.5	461.6	51.3	429.9	110.9
1974	907.7	416.2	54.8	402.7	95.5
1975	792.4	375.3	45.5	352.5	82.1
1976	881.0	415.9	43.7	399.0	99.5
1977	947.3	443.0	45.8	426.5	110.7
1978	1,004.9	469.8	45.3	451.9	118.3
1979	990.4	463.0	46.1	441.1	117.6
1980	788.8	368.1	39.7	349.5	95.3
1981	783.9	352.4	37.1	363.7	94.3
1982	690.0	302.6	31.6	326.8	83.6

Source: U.S. Department of Labor, Bureau of Labor Statistics.

Table 10.--Total Employment in the Canadian Automotive Products Industry, Based on Canadian 1970 Standard Industrial Classification (SIC), Annual Average 1972-82 1/

(Thousands of Employees 2/)

Year	Total motor vehicles and equipment (SIC 323-5)	Assembling (SIC 323)	Parts and accessories (SIC 325)
1972	97.5	41.9	41.4
1973	108.8	45.2	48.8
1974	108.2	47.1	45.9
1975	99.0	43.4	41.2
1976	106.8	46.6	46.2
1977	111.8	50.8	48.5
1978	116.4	52.6	51.2
1979	115.7	52.9	49.0
1980	96.7	44.5	39.6
1981	97.1	43.7	42.6
1982 3/	89.7	43.0	39.2

1/ Establishments with 20 or more workers.
2/ The employment figures in this table are estimates based on Statistics Canada's employment indexes.
3/ Preliminary.

Source: Statistics Canada.
Prepared by: U.S. Department of Labor, Bureau of Labor Statistics.

Table 11.--FAS VALUE OF CANADIAN MOTOR VEHICLES AND ORIGINAL MOTOR VEHICLE EQUIPMENT (CANADIAN ARTICLES) IMPORTED DUTY-FREE FROM CANADA INTO THE UNITED STATES UNDER THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965 (APTA), BY TSUSA NUMBER 1980-1982 1/

(Thousands of U.S. Dollars)

TSUSA Number	Commodity	1980	1981	1982
	MOTOR VEHICLES			
692.0310	Automotive trucks, exc. truck tractors, gasoline	1,223,761	1,759,510	2,207,758
692.0320	Automobile trucks, exc. truck tractors, diesel	79,505	126,988	365,305
692.0330	Automobile truck tractors gasoline	832	6,563	893
692.0350	Automobile truck tractors exc. gasoline (diesel)	8,978	17,150	15,525
692.0720	Motor buses, gasoline	96,656	143,641	144,503
692.0740	Motor buses, exc. gasoline	81,930	143,827	92,562
692.1110	Four-wheel passenger cars, new not over 4 cylinders	420,924	784,664	891,336
692.1115	Four-wheel passenger cars, new not over 6 cylinders	1,656,971	1,319,514	1,278,350
692.1130	Four-wheel passenger cars, new over 6 cylinders	1,697,431	2,168,636	3,595,999
692.1135	Four-wheel passenger cars, new NSPF	52	479	627

1/ F.A.S. Values, 1980 and 1981; Customs Value Basis, 1982.

TABLE 11--CONTINUED

TSUSA Number	Commodity	1980	1981	1982
692.1140	On-the-highway, four-wheeled automobiles, used.....	456	1,669	16,744
692.1160	Vehicles which operate in whole or in part on runners or skis.....	34,695	17,020	18,583
692.1180	Motor vehicles, n.e.s., exc. motor-cycles.....	7,335	9,647	8,815
692.2170	Chassis for motor buses.....	104	----	310
692.2180	Chasis for automobile trucks and truck tractors.....	307,493	229,900	242,762
692.2360	Chassis for pass auto	----	25	----
692.2380	Chassis for pass motor vehicles n.s.p.f..	1,699	----	1,637
692.3120	Auto truck tractors gas fueled shipped separately.....	237	158	86
692.3140	Auto truck tractors n.s.p.f. shipped separately.....	50,379	66,655	43,798
	Total duty-free passenger cars.....	3,775,834	4,274,987	5,783,056
	Total duty-free truck, bus, sp. veh.....	1,893,604	2,521,059	3,142,537
	Total duty-free motor vehicles.....	5,669,438	6,796,046	8,935,593

TABLE 11.--CONTINUED

TSUSA Number	(APTA)	Commodity	1980	1981	1982
207.0100		Articles of wood, n.s.p.f.....	-----	-----	-----
220.4900		Cork disks, wafers etc., exc. tapered....	14	9	6
355.2700		Felt, batting, wadding.....	129	161	35
357.9100		Hoses of veg. fiber.....	-----	-----	-----
357.9600		Hoses for liquids or gases, manmade.....	1	-----	-----
358.0300		V-belts, textile fibers & rubber.....	36	68	61
361.9000		Floor coverings and underlays, textile.....	6,650	7,888	8,781
389.8000		Textile articles n.s.p.f.....	1,039	1,170	1,487
516.9800		Cut or stamped mica.....	-----	12	-----
517.8200		Brushes for elec. generators, etc.....	174	156	161
535.1500		Ceramic magnet & elect. wares n.e.s. Ceramic insulators.....	12	17	1
540.7200		Glass fiber filter, not over 25 lbs. per cubic foot, n.e.s.....	21	36	99
544.1700		Glass, drawn or blown & over 15/32 inch in thickness.....	-----	-----	2
544.2000		Glass processed, n.e.s.....	211	15	110

TABLE 11.--CONTINUED

TSUSA Number	(APTA)	Commodity	1980	1981	1982
544.3200		Toughened glass, shaped or formed.....	21,740	28,116	42,365
544.4200		Laminated glass.....	18,502	5,841	14,371
544.5200		Mirrors not over 1 square ft. reflecting area.....	1,413	1,540	1,019
544.5500		Mirrors over 1 square foot reflecting area.....	8	5	6
545.6200		Glass lens & filters and parts.....	----	----	----
545.6400		Glass reflecting lenses, buttons n.e.s.....	5	4	----
547.1600		Clock glass, curved surface, n.e.s.....	----	----	----
610.8100		Pipe & tube fittings, n.e.s.....	467	497	533
613.1600		Pipe & tube fittings, copper.....	----	----	----
613.1900		Pipe & tube fittings, other.....	227	160	154
618.4800		Pipe, tubes, blanks, fittings of aluminum.....	1	9	----
620.4700		Nickel pipe & tube fittings.....	----	5	----
642.2100		Ropes, cables, etc. with fittings.....	3,390	4,850	2,731
642.8600		Wire cloth copper cut shape.....	2	----	----

TABLE 11.--CONTINUED

TSUSA Number	(APTA)	Commodity	1980	1981	1982
642.8800		Wire cloth other than copper etc. cut to shape.....	2	1	15
646.7910		Bolts, if Canadian article & original motor vehicle equipment.....	8,192	8,938	9,126
646.7920		Nuts, if Canadian article & original motor vehicle equipment.....	11,909	12,792	11,312
646.7930		Screws, if Canadian article & original motor vehicle equipment.....	12,934	16,817	14,688
646.7940		Bolts, nuts, screws, etc. n.s.p.f. Canadian art. for orig. MV equipment....	2,362	3,385	3,380
646.9300		Locks and padlocks, n.e.s.....	73	151	73
647.0200		Hinges, fittings, mountings of iron, steel, aluminum or zinc for motor veh....	31,310	41,073	48,738
647.0600		Other hinges, fittings & mountings.....	231	61	1,145
652.1000		Flex metal hose or tubing.....	1,424	597	13
652.3900		Chains and parts of base metals.....	273	86	70
652.7600		Sign plates, name plates, numbers etc. of base metal.....	547	646	758
652.8500		Springs & leaves for motor vehicle suspension.....	73,625	73,832	68,843

TABLE 11.--CONTINUED

TSUSA Number	(APTA) Commodity	1980	1981	1982
652.8700	Hairsprings.....	115	22	22
652.8900	Other springs.....	7,101	7,801	8,378
658.1000	Metal articles n.s.p.f.....	10,487	13,829	11,607
660.4300	Piston type compression-ignitions, engines	10	----	9
660.4900	Piston type engines ex-diesel.....	273,376	488,048	632 364
660.5700	Piston type engines ex-diesel, n.s.p.f...	-----	22	21
660.6300	Non piston type engines.....	71	82	----
660.6800	Parts of piston type engines other than compression ignition engines.....	124,338	123,153	152,274
660.7200	Parts internal combustion engine n.e.s...	2,694	1,168	1,362
660.8600	Non electric engines, motors & parts n.s.p.f.....	190	131	452
660.9300	Fuel injection pumps for compression ignition engines and parts.....	909	299	38
660.9800	Pumps for liquids n.e.s. and parts.....	27,050	29,982	27,164
661.0700	Fans, blowers and parts n.e.s.....	13,667	19,282	13,956
661.1300	Compressors and parts.....	117	431	499
661.1600	Air pumps, vacuum pumps and parts.....	----	----	----
661.2100	Air conditioning machines and parts.....	2,313	2,390	2,908

TABLE 11.--CONTINUED

TSUSA Number (APTA)	Commodity	1980	1981	1982
661.3600	Refrig. and refrig. equipment.....	----	57	451
661.9300	Other cast iron parts.....	8	25	9
661.9600	Other parts for filtering machines n.e.s.	126	209	110
662.3600	Piston pump sprays and parts.....	39	16	10
662.5100	Other mechanical appliances n.e.s. for dispersing liquids.....	1,173	985	583
664.1100	Material handling equipment n.e.s.....	10,938	13,402	12,711
678.5100	Tape playing machines n.s.p.f. & parts...	212	6,677	15,964
680.1600	Taps, cocks, valves and parts, copper....	15	24	4
680.1800	Valves hand operated iron or steel.....	5,205	5,182	6,426
680.2400	Valves hand operated metal.....	810	1,609	2,546
680.2800	Taps, cocks, valves and parts, other.....	30,612	30,868	26,160
680.3100	Anti friction balls and rollers.....	1,139	367	305
680.3400	Ball bearings with integral shafts.....	2,588	2,256	1,922
680.3620	Ball bearings.....	3,015	----	----
680.3630	Parts of ball bearings.....	92	----	----
680.3640	Tapered roller bearings.....	14	----	----
680.3644	Tapered roller bearing cup assemblies....	2,066	----	----

TABLE 11.--CONTINUED

TSUSA Number	(APTA)	Commodity	1980	1981	1982
680.3648		Tapered roller bearing cone assemblies...	2,980	----	-----
680.3652		Tapered roller bearing parts n.e.s.....	36	----	-----
680.3670		Other bearings.....	1,474	----	-----
680.3820		Ball bearings.....	3,296	10,646	8,428
680.3830		Parts of ball bearings.....	26	114	6
680.4140		Tapered roller bearings cup and cones, assemblies in sets.....	1	50	70
680.4144		Tapered roller bearings cup assemblies...	964	3,645	3,420
680.4148		Tapered roller bearings cone assemblies..	1,804	6,622	6,300
680.4152		Parts n.s.p.f. of tapered roller bearings	46	559	-----
680.4170		Roller bearings, n.s.p.f. including combination roller and ball bearings and parts.....	1,290	4,733	4,477
681.3000		Lubrication fittings.....	1	21	20
681.4200		Machinery parts not containing electrical features n.s.p.f.....	118	140	160
682.6500		Generators, motors, and parts under 220 hp.....	3,081	3,658	3,098
682.7100		Permanent magnets.....	----	7	----
682.9100		Electro-magnetic couplings, etc.....	182	6	45
683.0600		12 volt lead-acid type storage batteries.	----	----	4,407
683.0800		Lead-acid type storage batteries, n.s.p.f.	----	----	4,143
683.1100		Lead acid type storage batteries and parts.....	9,549	15,730	4,764

TABLE 11.--CONTINUED

TSUSA Number	(APTA)	Commodity	1980	1981	1982
683.1600		Other storage batteries and parts.....	469	1,035	898
683.6100		Electrical starting and ignition equip. for internal combustion engines.....	15,310	23,511	23,364
683.6600		Electrical lighting equip designed for motor vehicles and parts.....	6,820	8,247	9,330
684.4100		Electric heaters and parts.....	4,464	4,277	3,112
684.6300		Telephonic apparatus instruments and parts	7	1	19
684.7100		Microphones, loudspeakers etc.....	68	104	94
685.5520		Radio receivers.....	18,768	15,476	12,900
685.5540		Other radio receiving equipment.....	7,089	4,268	3,726
685.7100		Electric sound and visual signaling apparatus.....	4,278	4,003	5,878
685.8100		Electrical capacitors fixed or variable..	4,685	6,015	5,551
685.9100		Electrical switches, relays, etc. & parts	19,515	24,668	18,384
686.1100		Resistors fixed or variable.....	1,511	1,431	1,003
686.1900		Automatic voltage regulators for 6, 12, and 24 volt systems.....	14	62	28
686.6100		Sealed beam lamps.....	524	749	916
686.8100		Electric filament lamps under 100 volts n.e.s.....	1,216	1,611	1,244

TABLE 11.--CONTINUED

TSUSA Number	(APTA) Commodity	1980	1981	1982
687.3600	Color television picture tubes.....	-----	-----	-----
687.4400	Electronic tubes excluding color television picture tubes.....	-----	-----	-----
687.5600	Cathode ray tubes and parts.....	-----	3	1
687.6200	Miscellaneous electronic crystal components.....	-----	38	-----
687.7600	Electronic tubes, n.e.c.....	-----	15	-----
687.8900	Electronic tubes, exc. cathode ray tubes, transistors and other related electronic crystal components.....	-----	-----	28
688.0500	Insulated electrical conductors without fittings.....	2	23	10
688.0700	Electric conductor n.e.s. no fittings....	3	36	1
688.1300	Ignition wiring sets.....	14,570	18,929	23,959
688.1600	Insulated electrical conductors with fitting, other.....	10,024	8,541	6,666
688.3700	Solid state elec. clocks & clock modules.	-----	-----	-----
688.4600	Electrical articles & parts n.s.p.f.....	1,082	1,789	2,300
692.2110	Bodies (incl. cabs) for auto trucks.....	47,091	49,486	42,712
692.2120	Bodies (incl. cabs) for truck tractors...	1,098	522	518
692.2130	Bodies for motorbuses.....	34,622	45,022	40,965
692.2320	Bodies for passenger automobiles.....	25	25	13
692.2340	Bodies for motor vehicles n.s.p.f.....	951	128	147

TABLE 11.--CONTINUED

TSUSA Number	(APTA) Commodity	1980	1981	1982
692.3310	Body stampings.....	8,792	13,317	7,381
692.3320	Bumpers.....	22,281	20,501	41,340
692.3330	Wheels designed to be mounted with pneumatic tires.....	64,329	77,387	87,548
692.3340	Hubcaps and wheelcovers.....	1,306	248	314
692.3350	Radiators.....	45,961	50,600	46,901
692.3360	Mufflers & tailpipes.....	29,085	30,667	31,604
692.3372	Brakes and parts.....	77,593	79,580	83,842
692.3374	Transmissions for trucks and buses.....	26	629	45
692.3376	Transmissions for passenger auto.....	59,279	89,811	280,155
692.3378	Transmissions for motor vehicles n.s.p.f.	33	250	18
692.3380	Shock absorbers for motor vehicles.....	10,604	13,419	14,754
692.3390	Parts n.s.p.f. of motor vehicles.....	1,054,648	1,215,827	1,231,853
711.7900	Pressure gauges, thermostats, etc.....	2,013	2,337	2,783
711.9100	Taximeters and parts.....	29	----	----
711.9900	Speedometers and parts.....	182	346	195
712.5100	Test record measuring instruments.....	12,082	16,525	27,523

TABLE 11.--CONTINUED

TSUSA Number	(APTA) Commodity	1980	1981	1982
721.2000	Clocks, clock movements and parts.....	178	119	30
727.0700	Furniture for motor vehicles.....	182,822	178,914	185,369
728.3000	Non textile floor coverings.....	29	79	5
745.8000	Buckles, buckle slides, fasteners and parts	1	5	1,838
772.6600	Hose, pipe, and tubing n.s.p.f. of rubber or plastic.....	7,645	11,022	6,265
772.8100	Handles and knobs of rubber or plastic...	5,141	3,573	2,219
772.8600	Closures, including caps, lids, etc. of rubber or plastic.....	211	173	214
773.2600	Gaskets of rubber or plastic.....	10,847	13,678	19,966
773.3100	Electrical insulators of rubber or plastic	318	191	457
774.7000	Articles n.s.p.f. of rubber or plastic...	12,823	13,316	11,474
791.8100	Articles of reptile leather.....	-----	-----	-----
791.9100	Other leather articles n.s.p.f.....	12	12	18
	Total duty-free parts.....	2,544,738	3,055,727	3,475,554
	1/Grand total of all duty-free motor vehicles and parts.....	8,214,176	9,851,773	12,411,147

1/ Figures may not add due to rounding

TABLE 12.--U.S. AUTOMOTIVE TRADE 1/ TOTAL WITH ALL COUNTRIES, WITH CANADA, AND WITH ALL COUNTRIES EXCEPT CANADA 1980-1982

(Millions of U.S. Dollars)

	Trade with all countries			Trade with Canada 2/			Trade with all countries except Canada		
	1980	1981	1982	1980	1981	1982	1980	1981	1982
U.S. Exports:									
Passenger cars	3,919	3,920	2,860	3,035	3,154	2,343	884	766	517
Trucks, buses and chassis	2,784	2,647	2,048	958	1,007	683	1,826	1,640	1,365
Parts and accessories	8,702	10,580	10,265	4,821	5,828	6,143	3,881	4,752	4,122
TOTAL Exports	15,405	17,147	15,173	8,814	9,989	9,169	6,591	7,158	6,004
U.S. Imports:									
Passenger cars	17,198	18,020	20,481	3,802	4,295	5,805	13,396	13,725	14,676
Trucks, buses and chasis	3,789	4,804	5,138	1,893	2,622	3,196	1,868	2,102	1,942
Parts and accessories	5,731	6,594	7,260	2,664	3,201	3,695	2,980	3,417	3,565
TOTAL Imports	26,718	29,418	32,879	8,359	10,118	12,208	18,244	19,244	20,671
U.S. Net Exports (-) 3/	(11,313)	(12,271)	(17,706)	455	(129)	(3,039)	(11,653)	(12,086)	(14,667)

1/ The figures are not all inclusive inasmuch as some automotive products as well as other items destined for automotive use are not separately delineated in U.S. trade classification systems and, therefore, are not separately available in U.S. foreign trade statistics. Exports and imports of tires and tubes are not included. Figures may not add to totals due to rounding.

2/ The purpose of this table is to compare U.S. automotive trade balance with Canada and with the rest of the world. Therefore, imports of automotive products newly identified by the Automotive Products Trade Act of 1965 (APTA) are not included because similar items are not identifiable in the statistics of imports from other countries. See Table 14 for totals of these new APTA items from Canada.

3/ The net balance shown for U.S. automotive trade with Canada in the above table is the most representative figure possible on the basis of U.S. trade statistics. However, see discussion of U.S.-Canadian automotive trade statistics in Section III.

Source: Bureau of the Census.

TABLE 13.--U.S. AUTOMOTIVE EXPORTS 1/ CALENDAR YEARS 1980-1982
(Millions of U.S. Dollars)

Country of Destination	Passenger cars			Trucks and buses			Parts and accessories			Total Exports		
	1980	1981	1982	1980	1981	1982	1980	1981	1982	1980	1981	1982
Canada	3,035	3,154	2,343	958	1,007	683	4,821	5,828	6,143	8,814	9,989	9,169
Belgium and Luxembourg	35	18	5	16	9	4	137	113	137	188	140	146
West Germany	41	33	25	26	15	10	154	221	213	221	269	248
United Kingdom	7	8	5	23	14	8	178	200	189	208	223	202
Japan	60	47	44	21	10	5	97	105	122	178	162	171
Mexico	27	27	14	117	105	50	1,324	1,791	1,119	1,468	1,923	1,183
Kuwait	139	95	63	59	75	90	61	66	62	259	236	215
Saudi Arabia	210	173	151	319	371	413	144	222	270	673	766	834
Colombia	24	14	14	112	54	43	92	82	96	228	150	153
Venezuela	35	82	37	102	149	106	299	462	452	436	694	595
Australia	1	1	1	53	43	28	191	222	208	245	266	237
Other Countries	305	266	158	977	795	608	1,204	1,267	1,254	2,486	2,327	2,020
TOTAL	3,919	3,920	2,860	2,783	2,647	2,048	8,702	10,580	10,265	15,404	17,147	15,173

1/ The figures are not all inclusive inasmuch as some automotive products as well as other items destined for automotive use are not separately delineated in U.S. trade classification systems and, therefore, are not separately available in U.S. foreign trade statistics. Exports of tires and tubes are not included. Figures may not add to totals because of rounding.

TABLE 14.--U.S. AUTOMOTIVE IMPORTS 3/ CALENDAR YEARS 1980-1982
(Millions of U.S. Dollars)

Country of Origin	Passenger cars			Trucks and buses			Parts and accessories			Total Imports		
	1980	1981	1982	1980	1981	1982	1980	1981	1982	1980	1981	1982
Canada												
Traditional automotive 1/	3,802	4,295	5,805	1,893	2,622	3,196	2,664	3,201	3,695	8,359	10,118	12,696
New APTA 2/	---	---	---	---	---	---	224	262	268	224	262	268
Total	3,802	4,295	5,805	1,893	2,622	3,196	2,888	3,463	3,963	8,583	10,380	12,964
France	257	285	389	24	52	51	204	176	156	485	512	596
West Germany	3,701	2,906	3,362	13	20	17	674	500	448	4,388	3,426	3,827
Italy	297	179	108	16	17	20	60	79	62	373	276	190
Sweden	463	569	833	9	10	13	22	20	28	494	599	874
United Kingdom	297	253	332	12	9	17	210	181	144	519	444	493
Japan	8,362	9,498	9,628	1,750	2,003	1,757	1,103	1,445	1,408	11,215	12,947	12,793
Mexico	---	---	---	2	2	7	312	430	667	314	432	674
Other Countries	19	34	24	70	68	60	482	562	652	571	664	736
Total	17,198	18,020	20,481	3,789	4,804	5,138	5,955	6,856	7,528	26,942	29,680	33,147

1/ Traditional automotive imports from Canada include those imports identifiable as automotive products in import figure from all countries.

2/ New APTA imports include those imports from Canada which were newly identified by the Automotive Products Trade Act of 1965 as automotive products. These items cannot be identified as automotive in the import data for any other country or in the U.S. export data.

3/ F.A.S. values, 1980 and 1981; Customs Value Basis, 1982.

Note: Figures may not add to total because of rounding.

Source: Bureau of the Census

TABLE 15.--TOTAL U.S. TRADE 1/ (ALL COMMODITIES) WITH THE WORLD AND WITH CANADA, CALENDAR YEAR 1965 and 1980-1982
(Millions of Dollars)

	1965	1980	1981	1982
Exports, including reexports:				
To all countries, total	27,630	220,705	233,739	212,275
To Canada	5,658	35,395	39,546	33,720
Canada's percent of total	19.9	16.0	16.9	15.9
Imports, general: 2/				
From all countries, total	21,429	240,834	261,305	243,952
From Canada, total	4,858	41,455	46,414	46,477
Canada's percent of total	22.7	17.2	17.8	19.1

1/ Including special category.

2/ Beginning in 1982, import values are only recorded as "Custom Import Values," the value of imports as appraised by the U.S. Customs Service. "Free Alongside Ship" values (F.A.S.) were last reported in 1981 for imports.

Source: Bureau of the Census

TABLE 16.--CANADIAN AUTOMOTIVE EXPORTS, CALENDAR YEARS 1980-1982 2/ 3/
(Millions of U.S. Dollars) 1/

Country of Destination	Passenger cars			Trucks and buses			Parts and accessories			Total		
	1980	1981	1982	1980	1981	1982	1980	1981	1982	1980	1981	1982
United States	3,595	4,178	5,773	2,144	2,607	3,296	2,613	3,108	3,609	8,352	9,892	12,679
West Germany	2	3	2	2	1	---	8	9	9	12	13	11
United Kingdom	---	---	1	4	1	1	7	7	7	11	8	9
Sweden	1	1	1	5	6	7	5	8	9	10	15	17
South Africa	---	---	---	1	5	4	23	19	7	24	23	11
West Indies	1	3	2	---	1	2	2	3	3	4	7	7
Australia	---	---	---	5	20	16	40	42	31	45	61	46
All other countries	345	337	164	177	173	159	267	370	252	788	880	576
TOTAL	3,944	4,522	5,942	2,338	2,812	3,486	2,965	3,566	3,927	9,246	10,900	13,355

1/ Converted to U.S. dollars at the following exchange rates:
1980 U.S. $0.85530=C.$1.00; for 1981 U.S. $0.83408 = C.$1.00; for 1982 U.S. $0.81011=C.$1.00.

2/ Totals may not add due to rounding.

3/ Revised 1983.

Source: Statistics Canada.

TABLE 17.--CANADIAN AUTOMOTIVE IMPORTS, CALENDAR YEARS 1980-1982 2/ 3/
(Millions of U.S. Dollars) 1/

Country of Origin	Passenger cars			Trucks and buses			Parts and accessories			Total		
	1980	1981	1982	1980	1981	1982	1980	1981	1982	1980	1981	1982
United States	2,897	3,102	2,331	1,066	1,150	751	6,258	7,311	7,619	10,222	11,562	10,701
West Germany	246	189	164	5	5	7	38	34	33	290	227	204
France	47	33	67	---	---	---	16	5	7	63	38	74
Italy	11	5	4	1	1	1	3	4	4	15	10	9
United Kingdom	37	16	9	2	3	5	27	21	21	67	39	35
Sweden	16	17	8	2	3	1	56	54	44	74	74	53
Japan	506	830	672	195	336	319	38	77	96	739	1,243	1,087
All other countries	16	34	21	6	6	9	96	59	70	118	100	99
TOTAL	3,777	4,225	3,276	1,279	1,504	1,092	6,533	7,565	7,895	11,589	13,294	12,263

1/ Converted to U.S. dollars at the following exchange rates:
1980 U.S. $0.85530=C.$1.00; for 1981 U.S. $0.83408=C.$1.00; for 1982 U.S. $0.81011=C.$1.00.

2/ Totals may not add due to rounding.

3/ Revised 1983.

Source: Statistics Canada

TRADE 18.--CANADIAN AUTOMOTIVE TRADE, TOTAL WITH ALL COUNTRIES, WITH UNITED STATES AND WITH ALL OTHER COUNTRIES EXCEPT THE UNITED STATES 1980-1982 2/ 3/

(Millions of U.S. Dollars) 1/

	Trade with all Countries			Trade with United States			Trade with all Countries except the United States		
	1980	1981	1982	1980	1981	1982	1980	1981	1982
Canadian exports:									
Passenger cars	3,944	4,522	5,942	3,595	4,178	5,773	349	345	169
Trucks & buses	2,338	2,812	3,486	2,144	2,607	3,296	194	205	190
Parts and accessories	2,965	3,566	3,927	2,613	3,108	3,609	352	458	318
TOTAL	9,246	10,900	13,355	8,352	9,892	12,679	894	1,008	676
Canadian imports:									
Passenger cars	3,777	4,225	3,276	2,897	3,102	2,331	880	1,123	945
Trucks & buses	1,279	1,504	1,092	1,066	1,150	751	213	354	341
Parts and accessories	6,533	7,565	7,895	6,258	7,311	7,619	275	254	276
TOTAL	11,589	13,294	12,263	10,222	11,562	10,701	1,367	1,731	1,563
Canadian net Exports (-)	(2,343)	(2,394)	1,092	(1,870)	(1,670)	1,978	(473)	(723)	(887)

1/ Converted to U.S. dollars at the following exchange rates: 1980 U.S. $0.85530= C. $1.00; for 1981 U.S. $0.83408 = C. $1.00; for 1982 U.S. $0.81011 = C. $1.00.

2/ Totals may not add due to rounding.

3/ Revised 1983

SOURCE: Statistics Canada.

V. APPENDIXES

Appendix A

Agreement Concerning Automotive Products Between the Government of the United States of America and the Government of Canada

The Government of the United States of America and the Government of Canada,

Determined to strengthen the economic relations between their two countries;

Recognizing that this can best be achieved through the stimulation of economic growth and through the expansion of markets available to producers in both countries within the framework of the established policy of both countries of promoting multilateral trade;

Recognizing that an expansion of trade can best be achieved through the reduction or elimination of tariff and all other barriers to trade operating to impede or distort the full and efficient development of each country's trade and industrial potential;

Recognizing the important place that the automotive industry occupies in the industrial economy of the two countries an the interests of industry, labor and consumers in sustaining high levels of efficient production and continued growth in the automotive industry;

Agreed as follows:

ARTICLE I

The Governments of the United States and Canada, pursuant to the above principles, shall seek the early achievement of the following objectives:

(a) The creation of a broader market for automotive products within which the full benefits of specialization and large-scale production can be achieved;

(b) The liberalization of United States and Canadian automotive trade in respect of tariff barriers and other factors tending to impede it, with a view to enabling the industries of both countries to participate on a fair and equitable basis in the expanding total market of the two countries;

(c) The development of conditions in which market forces may operate effectively to attain the most ecomonic pattern of investment, production and trade.

It shall be the policy of each Government to avoid actions which would frustrate the achievement of these objectives.

ARTICLE II

(a) The Government of Canada, not later than the entry into force of the legislation contemplated in paragraph (b) of this Article, shall accord duty-free treatment to imports of the products of the United States described in Annex A.

(b) The Government of the United States, during the session of the United States Congress commencing on January 4, 1965, shall seek enactment of legislation authorizing duty-free treatment of imports of the products of Canada described in Annex B. In seeking such legislation, the Government of the United States shall also seek authority permitting the implementation of such duty-free treatment retroactively to the earliest date administratively possible following the date upon which the Government of Canada has accorded duty-free treatment. Promptly after the entry into force of such legislation, the Government of the United States shall accord duty-free treatment to the products of Canada described in Annex B.

ARTICLE III

The commitments made by the two Governments in this Agreement shall not preclude action by either Government consistent with obligations under Part II of the General Agreement on Tariffs and Trade.

ARTICLE IV

(a) At any time, at the request of either Government, the two Governments shall consult with respect to any matter relating to this Agreement.

(b) Without limiting the foregoing, the two Governments shall, at the request of either Government, consult with respect to any problems which may arise concerning automotive producers in the United States which do not at present have facilities in Canada for the manufacture of motor vehicles, and with respect to the implications for the operation of this Agreement of new automotive producers becoming established in Canada.

(c) No later than January 1, 1968, the two Governments shall jointly undertake a comprehensive review of the progress made towards achieving the objectives set forth in Article I. During this review the Governments shall consider such further steps as may be necessary or desirable for the full achievement of these objectives.

ARTICLE V

Access to the United States and Canadian markets provided for under this Agreement may by agreement be accorded on similar terms to other countries.

ARTICLE VI

This Agreement shall enter into force provisionally on the date of signature and definitively on the date upon which notes are exchanged between the two Governments giving notice that appropriate action in their respective legislatures has been completed.

ARTICLE VII

This Agreement shall be of unlimited duration. Each Government shall however have the right to terminate this Agreement twelve months from the date on which that Government gives written notice to the other Government of its intention to terminate the Agreement.

IN WITNESS WHEREOF the representatives of the two Governments have signed this Agreement.

DONE in duplicate at Johnson City, Texas, this 16th day of January 1965, in English and French, the two texts being equally authentic.

For the Government of the United States of America:

For the Government of Canada:

ANNEX A

1. (1) Automobiles; when imported by a manufacturer of automobiles.

(2) All parts, and accessories and parts thereof, except tires and tubes, when imported for use as original equipment in automobiles to be produced in Canada by a manufacturer of automobiles.

(3) Buses, when imported by a manufacturer of buses.

(4) All parts, and accessories and parts thereof, except tires and tubes, when imported for use as original equipment in buses to be produced in Canada by a manufacturer of buses.

(5) Specified commercial vehicles, when imported by a manufacturer of specified commercial vehicles.

(6) All parts, and accessories and part thereof, except tires, tubes and any machines or other articles required under Canadian tariff item 438a to be valued separately under the tariff items regularly applicable thereto, when imported for use as original equipment in specified commercial vehicles to be produced in Canada by a manufacturer of specified commercial vehicles.

2. (1) "Automobile" means a four-wheeled passsenger automobile having a seating capacity for not more than ten persons;

(2) "Base year" means the period of twelve months commencing on the 1st day of August, 1963 and ending on the 31st day of July, 1964;

(3) "Bus" means a passenger motor vehicle having a seating capacity for more than 10 persons, or a chassis therefor, but does not include any following vehicle or chassis therefor, namely an electric trackless trolley bus, amphibious vehicle, tracked or half-tracked vehicle or motor vehicle designed primarily for off-highway use;

(4) "Canadian value added" has the meaning assigned by regulations made under section 273 of the Canadian Customs Act;

(5) "Manufacturer" of vehicles of any following class, namely automobiles, buses or specified commercial vehicles, means, in relation to any importation of goods in respect of which the decription is relevant, a manufacturer that

(i) produced vehicles of that class in Canada in each of the four consecutive three months' periods in the base year, and

(ii) produced vehicles of that class in Canada in the period of twelve months ending on the 31st day of July in which the importation is made,

(A) the ratio of the net sales value of which to the net sales value of all vehicles of that class sold for consumption in Canada by the manufacturer in that period is equal to or higher than the ratio of the net sales value of all vehicles of that class produced in Canada by the manufacturer in the base year to the net sales value of all vehicles of that class sold for consumption in Canada by the manufacturer in the base year, and is not in any case lower than seventy-five to one hundred; and

(B) the Canadian value added of which is equal to or greater than than Canadian value added of all vehicles of that class produced in Canada by the manufacturer in the base year;

(6) "Net sales value" has the meaning assigned by regulations made under section 273 of the Canadian Customs Act; and

(7) "Specified commercial vehicle" means a motor truck, motor truck chassis, ambulance or chassis therefor, or hearse or chassis therefor, but does not include:

(a) any following vehicle or a chassis designed primarily therefor, namely a bus, electric trackless trolley bus, amphibious vehicle, tracked or half-tracked vehicle, golf or invalid cart, straddle carrier, motor vehicle designed primarily for off-highway use, or motor vehicle specially constructed and equipped to perform special services or functions, such as, but not limited to, a fire engine, mobile crane, wrecker, concrete mixer or mobile clinic, or

(b) any machine or other article required under Canadian tariff item 438a to be valued separately under the tariff item regularly applicable thereto.

3. The Government of Canada may designate a manufacturer not falling within the categories set out above as being entitled to the benefit of duty-free treatment in respect of the goods described in this annex.

ANNEX B

(1) Motor vehicles for the transport of persons or articles as provided for in items 692.05 and 692.10 of the Tariff Schedules of the United States and chassis therefor, but not including electric trolley buses, three-wheeled vehicles, or trailers accompanying truck tractors, or chassis therefor.

(2) Fabricated components, not including trailers, tires, or tubes for tires, for use as original equipment in the manufacture of motor vehicles of the kinds described in paragraph (1) above.

(3) Articles of the kinds described in paragraphs (1) and (2) above include such articles whether finished or unfinished but do not include any article produced with the use of materials imported into Canada which are products of any foreign country (except materials produced within the customs territory of the United States), if the aggregate value of such imported materials when landed at the Canadian port of entry, exclusive of any landing cost and Canadian duty, was—

(a) with regard to articles of the kinds described in paragraph (1), not including chassis, more than 60 percent until January 1, 1968, and thereafter more than 50 percent of the appraised customs value of the article imported into the customs territory of the United States; and

(b) with regard to chassis of the kinds described in paragraph (1), and articles of the kinds described in paragraph (2), more than 50 percent of the appraised customs value of the article imported into the customs territory of the United States.

APPENDIX B

Public Law 89-283

89th Congress, H.R. 9042

October 21, 1965

AN ACT To provide for the implementation of the Agreement Concerning Automotive Products Between the Government of the United States of America and the Government of Canada, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—SHORT TITLE AND PURPOSES

SHORT TITLE

SECTION 101. This Act may be cited as the "Automotive Products Trade Act of 1965."

PURPOSES

SEC. 102. The purposes of this Act are—

(1) to provide for the implementation of the Agreement Concerning Automotive Products Between the Government of the United States of America and the Government of Canada signed on January 16, 1965 (hereinafter referred to as the "Agreement"), in order to strengthen the economic relations and expand trade in automotive products between the United States and Canada; and

(2) to authorize the implementation of such other international agreements providing for the mutual reduction or elimination of duties applicable to automotive products as the Government of the United States may hereafter enter into.

TITLE II—BASIC AUTHORITIES

IMPLEMENTATION OF THE AGREEMENT

SEC. 201. (a) The President is authorized to proclaim the modifications of the Tariff Schedules of the United States provided for in title IV of his Act.

(b) At any time after the issuance of the proclamation authorized by subsection (a), the President is authorized to proclaim further modifications of the Tariff Schedules of the United States to provide for the duty-free treatment of any Canadian article which is original motor-vehicle equipment (as defined by such Schedules as modified pursuant to subsection (a)) if he determines that the importation of such article, is actually or potentially of commercial significance and that such duty-free treatment is required to carry out the Agreement.

IMPLEMENTATION OF OTHER AGREEMENTS

SEC. 202. (a) Whenever, after determining that such an agreement will afford mutual trade benefits, the President enters into an agreement with the government of a country providing for the mutual elimination of the duties applicable to products of their respective countries which are motor vehicles and fabricated components intended for use as original equipment in the manufacture of such vehicles, the President (in accordance with subsection (d)) is authorized to proclaim such modifications of the Tariff Schedules of the United States as he determines to be required to carry out such agreement.

(b) Whenever, after having entered into an agreement with the government of a country providing for the mutual elimination of the duties applicable to products described in subsection (a), the President, after determining that such further agreement will afford mutual trade benefits, enters into a further agreement with such government providing for the mutual reduction or elimination

of the duties applicable to automotive products other than motor vehicles and fabricated components intended for use as original equipment in the manufacture of such vehicles, the President (in accordance with subsection (d)) is authorized to proclaim such modifications of the Tariff Schedules of the United States as he determines to be required to carry out such further agreement.

(c) Before the President enters into the negotiation of an agreement referred to in subsection (a) or (b), he shall—

(1) seek the advice of the Tariff Commission as to the probable economic effect of the reduction or elimination of duties on industries producing articles like or directly competitive with those which may be covered by such agreement;

(2) give reasonable public notice of his intention to negotiate such agreement (which notice shall be published in the Federal Register) in order that any interested person may have an opportunity to present his views to such agency as the President shall designate, under such rules and regulations as the President may prescribe; and

(3) seek information and advice with respect to such agreement from the Department of Commerce, Labor, State, and the Treasury, and from such other sources as he may deem appropriate.

(d)(1) The President shall transmit to each House of the Congress a copy of each agreement referred to in subsection (a) or (b). The delivery to both Houses shall be on the same day and shall be made to each House while it is in session.

(2) The President is authorized to issue any proclamation to carry out any such agreement—

(A) only after the expiration of the 60-day period following the date of delivery,

(B) only if, between the date of delivery and the expiration of such 60-day period, the Congress has not adopted a concurrent resolution stating in substance that the Senate and House of Representatives disapprove of the agreement, and

(C) in the case of any agreement referred to in subsection (b) with any country, only if there is in effect a proclamation implementing an agreement with such country applicable to products described in subsection (a).

(3) For purposes of paragraph (2) in the computation of the 60-day period there shall be excluded the days on which either House is not in session because of adjournment of more than 3 days to a day certain or an adjournment of the Congress sine die.

(e) This section shall cease to be in effect on the day after the date of the enactment of this Act.

EFFECTIVE DATE OF PROCLAMATIONS

SEC. 203. (a) Subject to subsection (b), the President is authorized, notwithstanding section 514 of the Tariff Act of 1930 (19 U.S.C., sec. 1514) or any other provision of law, to give retroactive effect to any proclamation issued pursuant to section 201 of this Act as of the earliest date after January 17, 1965, which he determines to be practicable.

(b) In the case of liquidated customs entries, the retroactive effect pursuant to subsection (a) of any proclamation shall apply only upon request therefor filed with the customs officer concerned on or before the 90th day after the date of such proclamation and subject to such other conditions as the President may specify.

TERMINATION OF PROCLAMATIONS

SEC. 204. The President is authorized at any time to terminate, in whole or in part, any proclamation issued pursuant to section 201 or 202 of this Act.

SPECIAL REPORTS TO CONGRESS

SEC. 205. (a) No later than August 31, 1968, the President shall submit to the Senate and the House of Representatives a special report on the comprehensive review called for by Article IV(c) of the Agreement. In such report he shall advise the Congress of the progress made toward the achievement of the objectives of Article I of the Agreement.

(b) Whenever the President finds that any manufacturer has entered into any undertaking, by reason of governmental action, to increase the Canadian value added of automobiles, buses, specified commercial vehicles, or orginial equipment parts produced by such manufacturer in Canada after August 31, 1968, he shall

report such finding to the Senate and the House of Representatives. The President shall also report whether such undertaking is additional to undertakings agreed to in letters of undertaking submitted by such manufacturer before the date of enactment of this Act.

(c) The reports provided for in subsections (a) and (b) of this section shall include recommendations for such further steps, including legislative action, if any, as may be necessary for the achievement of the purposes of the Agreement and this Act.

TITLE III—TARIFF ADJUSTMENT AND OTHER ADJUSTMENT ASSISTANCE

GENERAL AUTHORITY

SEC. 301. Subject to section 302 of this Act, a petition may be filed for tariff adjustment or for a determination of eligibility to apply for adjustment assistance under title III of the Trade Expansion Act of 1962 (19 U.S.C., sec. 1901–1991) as though the reduction or elimination of a duty proclaimed by the President pursuant to section 201 or 202 of this Act were a concession granted under a trade agreement referred to in section 301 of the Trade Expansion Act of 1962.

SPECIAL AUTHORITY DURING TRANSITIONAL PERIOD UNDER THE AGREEMENT

SEC. 302. (a) After the 90th day after the date of the enactment of this Act and before July 1, 1968, a petition under section 301 of this Act for a determination of eligibility to apply for adjustment assistance may be filed with the President by—

(1) a firm which produces an automotive product, or its representative; or

(2) a group of workers in a firm which produces an automotive product, or their certified or recognized union or other duly authorized representative.

(b) After a petition is filed by a firm or group of workers under subsection (a), the President shall determine whether—

(1) dislocation of the firm or group of workers has occurred or threatens to occur;

(2) production in the United States of the automotive product concerned produced by the firm, or an appropriate subdivision thereof, and of the automotive product like or directly competitive therewith, has decreased appreciably; and

(3)(A) imports into the United States from Canada of the Canadian automotive product like or directly competitive with that produced by the firm, or an appropriate subdivision thereof, have increased appreciably; or

(B) exports from the United States to Canada of the United States automotive product concerned produced by the firm, or an appropriate subdivision thereof, and of the United States automotive product like or directly competitive therewith, have decreased appreciably, and the decrease in such exports is greater than the decrease, if any, in production in Canada of the Canadian automotive product like or directly competitive with the United States automotive product being exported.

(c) If the President makes an affirmative determination under paragraphs (1), (2), and (3) of subsection (b), with respect to a firm or group of workers, he shall promptly certify that as a result of its dislocation the firm or group of workers is eligible to apply for adjustment assistance, unless the President determines that the operation of the Agreement has not been the primary factor in causing or threatening to cause dislocation of the firm or group of workers.

(d) If the President makes an affirmative determination under paragraph (1) but a negative determination under paragraph (2) or (3) of subsection (b), with respect to a firm or group of workers, the President shall determine whether the operation of the Agreement has nevertheless been the primary factor in causing or threatening to cause dislocation of the firm or group of workers. If the President makes such an affirmative determination, he shall promptly certify that as a result of its dislocation the firm or group of workers is eligible to apply for adjustment assistance.

(e)(1) In order to provide the President with a factual record on the basis of which he may make the determinations referred to in subsections (b), (c), and (d)

with respect to a firm or a group of workers, the President shall promptly transmit to the Tariff Commission a copy of each petition filed under subsection (a) and, not later than 5 days after the date on which the petition is filed, shall request the Tariff Commission to conduct an investigation related to questions of fact relevant to such determinations and to make a report of the facts disclosed by such investigation. In his request, the President may specify the particular kinds of data which he deems appropriate. Upon receipt of the President's request, the Tariff Commission shall promptly institute the investigation and promptly publish notice thereof in the Federal Register.

(2) In the course of each investigation conducted under paragraph (1), the Tariff Commission shall, after reasonable notice, hold a public hearing, if such hearing is requested (not later than 10 days after the date of the publication of its notice under paragraph (1)) by the petitioner or any other person showing a proper interest in the subject matter of the investigation, and shall afford interested persons an opportunity to be present, to produce evidence, and to be heard at such hearing.

(3) Not later than 30 days after the date on which it receives the request of the President under paragraph (1), the Tariff Commission shall transmit to the President a report of the facts disclosed by its investigation, together with the transcript of the hearing and any briefs which may have been submitted in connection with such investigation.

(f)(1) The President shall make each final determination under subsection (b) (c), or (d) with respect to a firm or group of workers only after he has sought advice from the Departments of Commerce, Labor, and the Treasury, the Small Business Administration, and such other agencies as he may deem appropriate.

(2) The President shall make each such final determination not later than 15 days after the date on which he receives the Tariff Commission's report, unless, within such period, the President requests additional factual information from the Tariff Commission. In this event, the Tariff Commission shall, not later than 25 days after the date on which it receives the President's request, furnish such additional factual information in a supplemental report, and the President shall make his final determination not later than 10 days after the date on which he receives such supplemental report.

(3) The President shall promptly publish in the Federal Register a summary of each final determination under this section.

(g) Any certification with respect to a group of workers made by the President under this section shall—

(1) specify the date on which the dislocation began or threatens to begin; and

(2) be terminated by the President whenever he determines that the operation of the Agreement is no longer the primary factor in causing separations from the firm or subdivision thereof, in which case such termination shall apply only with respect to separations occurring after the termination date specified by the President.

(h) Any certification with respect to a firm or a group of workers or any termination of such certification, including the specification of a date in such certification or termination, made by the President under this section shall constitute a certification or termination, including the specification of a date therein, under section 302 of the Trade Expansion Act of 1962 (19 U.S.C., sec. 1902) for purposes of chapter 2 or 3 of title III of that Act.

(i) If a firm which has been certified under this section applies for tax assistance as provided by section 317 of the Trade Expansion Act of 1962, the reference in subsection (a)(2) of such section 317 to a trade or business which was seriously injured by increased imports which the Tariff Commission has determined to result from concessions granted under trade agreements shall be treated as referring to a trade or business which was seriously injured by the operation of the Agreement.

(j) Notwithstanding any provision of chapter 3 of title III of the Trade Expansion Act of 1962 or of this title, applications based on any certification made by the President under this section for—

(1) trade readjustment allowances for weeks of unemployment beginning after January 17, 1963, and before the 90th day after the date of the enactment of this Act, and

(2) relocation allowances for relocations occurring after January 17, 1963, and before such 90th day,

shall be determined in accordance with regulations prescribed by the Secretary of Labor.

(k) The President is authorized to exercise any of his functions under this section through such agency or other instrumentality of the United States Government as he may direct and in conformity with such rules or regulations as he may prescribe.

(l) For purposes of this section—

(1) The term "automotive product" means a motor vehicle or a fabricated component to be used as original equipment in the manufacture of motor vehicles.

(2) The term "dislocation" means—

(A) in the case of a firm, injury to the firm, which may be evidenced by such conditions as idling of productive facilities, inability to operate at a level of reasonable profit, or unemployment or underemployment, and which is of a serious nature; and

(B) in the case of a group of workers, unemployment or underemployment of a significant number or proportion of the workers of a firm or an appropriate subdivision thereof.

(3) The term "firm" includes an individual proprietorship, partnership, joint venture, association, corporation (including a development corporation), business trust, cooperative, trustees in bankruptcy, and receivers under decree of any court. A firm, together with any predecessor, successor, or affiliated firm controlled or substantially beneficially owned by substantially the same persons, may be considered a single firm where necessary to prevent unjustifiable benefits.

(4) The term "operation of the Agreement" includes governmental or private actions in the United States or Canada directly related to the conclusion or implementation of the Agreement.

ADJUSTMENT ASSISTANCE RELATED TO OTHER AGREEMENTS

SEC. 303. At the time the President transmits to the Congress a copy of any agreement pursuant to section 202(d)(1), he shall recommend to the Congress such legislative provisions concerning adjustment assistance to firms and workers as he determines to be appropriate in light of the anticipated economic impact of the reduction or elimination of duties provided for by such agreement.

AUTHORIZATION OF APPROPRIATIONS

SEC. 304. There are hereby authorized to be appropriated such sums as may be necessary from time to time to carry out the provisions of this title, which sums are authorized to be appropriated to remain available until expended.

TITLE IV—MODIFICATIONS OF TARIFF SCHEDULES OF THE UNITED STATES

ENTRY INTO FORCE AND STATUS OF MODIFICATIONS

SEC. 401. (a) The modifications of the Tariff Schedules of the United States provided for in this title shall not enter into force except as proclaimed by the President pursuant to section 201(a) of this Act.

(b) The rates of duty in column numbered 1 of the Tariff Schedules of the United States which are modified pursuant to section 201(a) of this Act shall be treated—

(1) as not having the status of statutory provisions enacted by the Congress, but

(2) as having been proclaimed by the President as being required to carry out a foreign trade agreement to which the United States is a party.

REFERENCES TO TARIFF SCHEDULES

SEC. 402. Whenever in this title a modification is expressed in terms of a modification of an item or other provision, the reference shall be considered to be made to an item or other provision of the Tariff Schedules of the United States (19 U.S.C., sec. 1202). Each page reference "(p.)" in this title refers to the page on which the item or provision referred to appears both in part II of the Federal Register for August 17, 1963, and in volume 77A of the United States Statutes at Large.

DEFINITION OF CANADIAN ARTICLE

SEC. 403. In general headnote 3 (pp. 11 and 12) redesignate paragraphs (d), (e), and (f) as paragraphs (e), (f), and (g), respectively, and insert a new paragraph (d) as follows:

"(d) Products of Canada.

"(i) Products of Canada imported into the customs territory of the United States, whether imported directly or indirectly, are subject to the rates of duty set forth in column numbered 1 of the schedules. The rates of duty for a Canadian article, as defined in subdivision (d)(ii) of this headnote, apply only as shown in the said column numbered 1.

"(ii) The term 'Canadian article', as used in the schedules, means an article which is the product of Canada, but does not include any article produced with the use of materials imported into Canada which are products of any foreign country (except materials produced within the customs territory of the United States), if the aggregate value of such imported materials when landed at the Canadian port of entry (that is, the actual purchase price, or, if not purchased, the export value, of such materials, plus, if not included therein, the cost of transporting such materials to Canada but exclusive of any landing cost and Canadian duty) was—

"(A) with regard to any motor vehicle or automobile truck tractor entered on or before December 31, 1967, more than 60 percent of the appraised value of the article imported into the customs territory of the United States; and

"(B) with regard to any other article (including any motor vehicle or automobile truck tractor entered after December 31, 1967), more than 50 percent of the appraised value of the article imported into the customs territory of the United States."

DEFINITION OF ORIGINAL MOTOR-VEHICLE EQUIPMENT

SEC. 404. In the headnotes for subpart B, part 6, schedule 6 add after headnote 1 (p. 325) the following new headnote:

"2. Motor Vehicles and Original Equipment Therefor of Canadian Origin.—(a) The term 'original motor-vehicle equipment', as used in the schedules with reference to a Canadian article (as defined by general headnote 3(d)), means such a Canadian article which has been obtained from a supplier in Canada under or pursuant to a written order, contract, or letter of intent of a bona fide motor-vehicle manufacturer in the United States, and which is a fabricated component intended for use as original equipment in the manufacture in the United States of a motor vehicle, but the term does not include trailers or articles to be used in their manufacture.

"(b) The term 'motor vehicle', as used in this headnote, means a motor vehicle of a kind described in item 692.05 or 692.10 of this subpart (excluding an electric trolley bus and a three-wheeled vehicle) or an automobile truck tractor.

"(c) The term 'bona fide motor-vehicle manufacturer', as used in this headnote, means a person who, upon application to the Secretary of Commerce, is determined by the Secretary to have produced no fewer than 15 complete motor vehicles in the United States during the previous 12 months, and to have installed capacity in the United States to produce 10 or more complete motor vehicles per 40-hour week. The Secretary of Commerce shall maintain, and publish from time to time in the Federal Register, a list of the names and addresses of bona fide motor-vehicle manufacturers.

"(d) If any Canadian article accorded the status of original motor-vehicle equipment is not so used in the manufacture in the United States of motor vehicles, such Canadian article or its value (to be recovered from the importer or other person who diverted the article from its intended use as original motor-vehicle equipment) shall be subject to forfeiture, unless at the time of the diversion of the Canadian article the United States Customs Service is notified in writing, and, pursuant to arrangements made with the Service—

"(i) the Canadian article is, under customs supervision, destroyed or exported, or

"(ii) duty is paid to the United States Government in an amount equal to the duty which would have been payable at the time of entry if the Canadian article had not been entered as original motor-vehicle equipment."

IDENTIFICATION OF AUTOMOTIVE PRODUCTS

SEC. 405. (a) Redesignate item 692.25 (p. 326) as 692.27; in headnote 1(b) of subpart B, part 6, schedule 6 (p. 325) substitute "item 692.27" in lieu of "item 692.25"; and insert in proper numerical sequence new items as follows.

"	692.06	If Canadian article, but not including any electric trolley bus, three-wheeled vehicle, or trailer accompanying an automobile truck tractor (see general headnote 3(d))	Free	"
"	692.11	If Canadian article, but not including any three-wheeled vehicle (see general headnote 3(d))	Free	"
"	692.21	Chassis, if Canadian article, except chasis for an electric trolley bus, or a three-wheeled vehicle; bodies (including cabs), if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"
"	692.23	Chassis, if Canadian article, except chassis designed primarily for a vehicle described in item 692.15 or a three-wheeled vehicle; bodies (including cabs), if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"
"	692.25	If Canadian article and original motor-vehicle equipment (see headnote 2 of this suboart)	Free	"
"	692.28	Automobile truck tractors, if Canadian article; other articles, if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"

" (a) Insert in proper numerical sequence new items as follows:

"	361.90	Any article described in the foregoing items 360.20 to 360.70, inclusive, 360.80, 361.80, or 361.85, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	516.98	Any article described in the foregoing items 516.71 to 516.76, inclusive, or 516.94, if Canadaian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	646.79	Any article described in the foregoing item 646.20 and items 646.40 to 646.78, inclusive (except 646.45 and 646.47), if Canadian article and original motor-venicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	652.39	Any article described in the foregoing items 652.12 to 652.38, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	658.10	Any article described in the foregoing items 657.09 to 658.00, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	682.65	Any article described in the foregoing items 682.10 to 682.60, inclusive (except 682.50), if Canadian article and original motro-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	685.55	Any article described in the foregoing items 685.20 to 685.50, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	721.20	Any article in the foregoing items covering clocks, clock movements, clock cases and dials and parts thereof, plates (720.67), assemblies and subassemblies for clock movements, and other parts for clock movements, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"

(c) Insert in proper numerical sequence new items 355.27, 389.80, 728.30 745.80, and 774.70, each having an article description and rate as follows:

Any article described in the foregoing provisions of this subpart, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"

(d) Redesignate item 613.16 as 613.18, item 652.85 as 652.84, item 652.87 as 652.88, item 680.34 as 680.33, item 680.58 as 680.60, item 680.59 as 680.70, item 680.60 as 680.90, and item 711.91 as 711.93; and insert in proper numerical sequence new items as follows:

207.01	652.89	683.11
220.46	660.43	683.16
357.91	660.45	683.61
357.96	660.47	683.66
358.03	660.51	684.41
517.82	660.53	684.63
535.15	660.55	684.71
540.72	660.86	685.71
544.18	660.93	685.81
544.32	660.95	685.91
544.42	661.11	686.11
544.52	661.13	686.23
544.55	661.16	686.61
545.62	661.21	686.81
545.64	661.36	687.51
547.16	661.93	687.61
610.81	661.96	688.13
613.16	662.36	688.41
631.19	662.51	711.85
618.48	664.51	711.91
620.47	678.51	711.99
642.21	680.21	712.51
642.86	680.23	727.07
642.88	680.28	772.66
646.93	680.31	772.81
647.02	680.34	772.86
647.06	680.36	773.26
652.10	680.58	773.31
652.76	680.91	791.81
652.85	682.71	791.91
652.87	692.91	

each such item having the article description "If Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6) * * *" subordinate to the immediately preceding article description, and having "Free" in rate of duty column numbered 1.

TITLE V—GENERAL PROVISIONS

AUTHORITIES

SEC. 501. The head of any agency performing functions authorized by this Act may—

(1) authorize the head of any other agency to perform any of such functions; and

(2) prescribe such rules and regulations as may be necessary to perform such functions.

ANNUAL REPORT

SEC. 502. The President shall submit to the Congress an annual report on the implementation of this Act. Such report shall include information regarding new negotiatons, reductions or eliminations of duties, reciprocal concessions obtained, and other information relating to activities under this Act. Such report shall also include information providing an evaluation of the Agreement and this Act in relation to the total national interest, and specifically shall include, to the extent practicable, information with respect to—

(1) the production of motor vehicles and motor vehicle parts in the United States and Canada.

(2) the retail prices of motor vehicles and motor vehicles parts in the United States and Canada,

(3) employment in the motor vehicle industry and motor vehicle parts industry in the United States and Canada, and

(4) United States and Canadian trade in motor vehicles and motor vehicle parts, particularly trade between the United States and Canada.

APPLICABILITY OF ANTIDUMPING AND ANTITRUST LAWS

SEC. 503. Nothing contained in this Act shall be construed to affect or modify the provisions of the Anti-Dumping Act, 1921 (19 U.S.C. 160–173), or of any of the antitrust laws as designated in section 1 of the Act entitled "An Act to supplement existing laws against unlawful restraints and monopolies, and for other purposes", approved October 15, 1914 (15 U.S.C. 12).

TITLE VI—MISCELLANEOUS PROVISIONS

JOINT COMMITTEE ON REDUCTION OF NONESSENTIAL FEDERAL EXPENDITURES

SEC. 601. Section 601(e) of the Revenue Act of 1941 (55 Stat. 726) (relating to the Joint Committee on Reduction of Nonessential Federal Expenditures) is amended to read as follows:

"(e) There are hereby authorized to be appropriated such sums as may be necessary to carry out the provisions of this section."

Approved October 21, 1965.

LEGISLATIVE HISTORY

House Reports: No. 537 (Committee on Ways and Means) and No. 1115 (committee of conference).
Senate Report No. 782 (Committee on Finance).
Congressional Record, vol. 111 (1965):
Aug. 31: Considered and passed House.
Sept. 28, 29: Considered in Senate.
Sept. 30: Considered and passed Senate, amended.
Oct. 5: Senate agreed to conference report.
Oct. 8: House agreed to conference report.

APPENDIX C

PRESIDENTIAL DOCUMENTS

[From the Federal Register, vol. 30, No. 209, Oct. 28, 1965]

TITLE 3—THE PRESIDENT

PROCLAMATION 3682

IMPLEMENTING AGREEMENT CONCERNING AUTOMOTIVE PRODUCTS BETWEEN THE UNITED STATES AND CANADA

By the President of the United States of America

A PROCLAMATION

WHEREAS the United States and Canada on January 16, 1965, entered into an Agreement Concerning Automotive Products, which provides that Canada shall accord duty-free treatment to imports of certain automotive products of the United States and that, after enactment of implementing legislation, the United States shall accord duty-free treatment to certain automotive products of Canada retroactively to the earliest date administratively possible following the date on which the agreement has been implemented by Canada (art. II, 89th Cong. 1st sess., H. Rep. 537, 38);

WHEREAS the agreement of January 16, 1965, was implemented by Canada through the granting of the requisite duty-free treatment to United States products on January 18, 1965;

WHEREAS titles II and IV of the Automotive Products Trade Act of 1965 have been enacted to provide for modifications of the Tariff Schedules of the United States (19 U.S.C. 1202) to implement the agreement of January 16, 1965, such modifications to enter into force in the manner proclaimed by the President (79 Stat. 1016);

WHEREAS sections 201(a) and 203 of the Automotive Products Trade Act of 1965 authorize the President to proclaim the modifications of the Tariff Schedules of the United States provided for in sections 403, 404, and 405 of that Act with retroactive effect as of the earliest date after January 17, 1965, which he determines to be practicable, and section 401(b) of that Act provides that the rates of duty in column numbered 1 of the tariff schedules that are modified pursuant to such proclamation shall be treated as having been proclaimed by the President as being required to carry out a foreign trade agreement to which the United States is a party (79 Stat. 1016); and

WHEREAS I determine that the earliest date, after January 17, 1965, as of which it is practicable to give retroactive effect to this proclamation is January 18, 1965:

NOW, THEREFORE, I, LYNDON B. JOHNSON, under the authority vested in me by the Constitution and the statutes, particularly sections 201(a) and 203 of the Automotive Products Trade Act of 1965, do proclaim (1) that the modifications of the Tariff Schedules of the United States provided for in sections 403 and 404 of that Act shall enter into force on the day following the date of this proclamation, and (2) that the modifications of the tariff schedules provided for in section 405 of that Act shall enter into force on December 20, 1965, effective with respect to articles which are or have been entered for consumption, or for warehouse, on or after January 18, 1965.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this twenty-first day of October in the year of our Lord nineteen hundred and sixty-five, and of the Independence of the United States of America the one hundred and ninetieth.

[SEAL]

LYNDON B. JOHNSON

By the President:
DEAN RUSK,
Secretary of State.

[F.R. Doc. 65-11584; Filed, Oct. 2[illegible], 1965; 4:21 p.m.]

United States Bona Fide Motor Vehicle Manufacturers List
May 1, 1983 with Date of Certification

Adolph-Knapheide Truck Equipment Co.
1701 Fairfax Trfwy.
Kansas City, KS. 66115
August 1, 1982

Allentown Brake and Wheel
Service, Inc.
R.D. #8
P.O. Box 2088
Allentown, Pennsylvania 18001
October 19, 1982

American La France
Div. of Figgie International, Inc.
1051 S. Main Street
Elmira, New York 14902
July 8, 1982

American Motors Corporation
27777 Franklin Road
Southfield, Michigan 48034
January 1, 1983

American Trailer Service, Inc.
2814 North Cleveland Avenue
St. Paul, Minnesota 55113
January 1, 1983

American Transportation Corporation
Highway 65 South
Conway, Arkansas 72032
April 19, 1983

Amthor's Welding Service, Inc.
307 State Route 52 East
Walden, New York 12586
July 9, 1982

H.G. Anderson Equipment Corporation
P.O. Box 265
480 South Street
Rensselaer, N.Y. 12144
October 4, 1982

Antietam Equipment Corporation
P.O. Box 91
Hagerstown, Maryland 21740-0091
January 1, 1983

Arkansas Trailer Mfg. Co., Inc.
P.O. Box 4080
32nd & Elm Street
Little Rock, Arkansas 72214
January 1, 1983

Arrow Trailer & Equipment Co.
140 North Dirksen Parkway
Springfield, Illinois 62702
March 31, 1983

Automated Waste Equipment
Company, Incorporated
209 Bakers Basin Road
Lawrenceville, New Jersey 08648
September 1, 1982

Automotive Service Company
111-113 North Waterloo
Jackson, Michigan 49204
January 18, 1983

Avanti Motor Corporation
P.O. Box 1916
South Bend, Indiana 46634
January 1, 1983

Aztec Products
P.O. Box 659
102 Sentry Dr. North
Mansfield, Texas 74808
December 2, 1982

Baltimore Car & Truck Rental, Inc.
2302 N. Howard St.
Baltimore, Md. 21218
April 1, 1983

Bankhead Enterprises, Inc.
1345 Bankhead Avenue
Atlanta, Georgia 30318
August 1, 1982

Beam Truck and Body Inc.
433 Cumberland Hill Road
Woonsocket, Rhode Island 02895
September 1, 1982

Bender's Sales and Service, Inc.
4805 Holland
Saginaw, Michigan 48601
November 15, 1982

Benson Truck Bodies Inc.
P.O. Box 49
Mineral Wells, W.V. 26150
August 1, 1982

Bernardo Truck Equipment Corp.
625 Main St. (Route 38)
Wilmington, Mass. 01887
March 1, 1983

Allan U. Bevier, Inc.
1201 Ridgely Street
Baltimore, Maryland 21230
April 1, 1983

Bibeau Enterprises
Route 102
Londonderry, N.H. 03053
October 15, 1982

Birmingham Manufacturing Co., Inc.
Highway 11 North
Springville, Alabama 35146
August 1, 1982

Blue Bird Body Company
P.O. Box 937
North Macon Road
Fort Valley, Georgia 31030
January 19, 1983

Boone Trailers, Inc.
154 Park Street
P.O. Box 109
Palmer, Massachusetts 01069
January 1, 1983

Boyertown Auto Body Works
Third & Walnut Streets
Boyertown, Pennsylvania 19512
September 1, 1982

Brake and Electric Sales Corp.
300 Mystic Avenue
Medford, Massachusetts 02155
December 1, 1982

Brake and Equipment Co., Inc.
11911 W. Silver Spring Road
Milwaukee, Wisconsin 53225
August 1, 1982

Brake & Equipment Co., Inc.
316 N. Ninth Street
Smithfield, N.C. 27577
February 25, 1983

Brake Service and Parts
170 Washington Street
P.O. Box 942
Bangor, Me. 04401
August 1, 1982

Brown Cargo Van, Inc.
807 East 29th Street
Lawrence, Kansas 66044
April 30, 1983

Bud Industries, Inc.
100 Pulaski Street
West Warwick, Rhode Island 02893
December 5, 1982

Bus Andrews Equipment Sales
and Service, Inc.
2828 E. Kearney Street
Springfield, Missouri 65803
January 1, 1983

Bus Industries of America Inc.
Base Road
R.D. #1
Oriskany, N.Y. 13424
April 1, 1983

Capacity of Texas, Inc.
P.O. Box 7848
Longview, Texas 75607
December 1, 1982

Cargo Trailer Service, Inc.
1251 Shakespeare Avenue
Kalamazoo, Michigan 49001
August 1, 1982

The Carnegie Body Company
9500 Brookpark Road
Cleveland, Ohio 44129
January 1, 1983

Carpenter Body Works, Inc.
1500 W. Main Street
P.O. Box 128
Mitchell, Indiana 47446
January 1, 1983

Centennial Industries Div.
Douglas & Lomason Co.
P.O. Box 708
Columbus, Georgia 31993
June 1, 1982

Champion Home Builders, Co.
5573 E. North Street
Dryden, Michigan 48428
August 1, 1982

Checker Motors Corporation
2016 N. Pitcher Street
Kalamazoo, Michigan 49007
January 1, 1983

Chrysler Corporation
CIMS 418-37-10
Chrysler Center
12000 Lynn Townsend Drive
Highland Park, Michigan 48288
January 18, 1983

City Spring
1127 W. Main
Oklahoma City, Oklahoma 73106
August 1, 1982

B.M. Clark Company, Inc.
Route 17 - P.O. Box 185
Union, Maine 04862
January 14, 1983

D.W. Clark Road Equipment
Manlius Center Road
P.O. Box 489
East Syracuse, N.Y. 13057
May 1, 1983

Clark Engineering of Brownwood, Inc.
P.O. Drawer 1386
Brownwood, Texas 76801
January 1, 1983

Clark Truck Equipment Company
6821 Academy Parkway West, N.E.
P.O. Box 3483
Albuquerque, New Mexico 87190
January 1, 1983

Clement Industries
Sibley Road
P.O. Box 914
Minden, Louisiana 71055
August 1, 1982

Coach & Equipment Manufacturing Corp.
P.O. Box 36
Penn Yan, N.Y. 14527
March 14, 1983

Collins Associates, Inc., et.al.
3260 E. Kemper Road
Cincinnati, Ohio 45241
January 1, 1983

Collins Industries, Inc.
Box 58 H.A.B.I.T.
Hutchinson, Kansas 67501
January 1, 1983

Commercial Truck & Trailer, Inc.
313 N. State Street
Girard, Ohio 44420
January 1, 1983

Cook Body Company
3701 Harlee Avenue
Charlotte, North Carolina 28208
October 22, 1982

Correct Manufacturing Corporation
London Road Extension
Delaware, Ohio 43015
July 1, 1982

Corts Truck Equipment, Inc.
Mohawk Street
P.O. Box 102
Whitesboro, New York 13492
August 1, 1982

Crane Carrier Company
1925 North Sheridan
Tulsa, Oklahoma 74151
January 1, 1983

Crenshaw Corporation
P.O. Box 24217
1700 Commerce Road
Richmond, Virginia 23224
July 1, 1982

Cross Truck Equipment Co., Inc.
1801 Perry Drive S.W.
Canton, Ohio 44708
August 1, 1982

Crown Coach Corporation
2428 East 12th Street
Los Angeles, California 90021
March 20, 1983

Daleiden's Inc.
425 E. Vine Street
Kalamazoo, Michigan 49001
January 31, 1983

Dealers Truck Equipment Inc.
2123 Fern Valley Road
P.O. Box 23224
Louisville, Kentucky 40213
March 1, 1983

Dealers Truck Equipment Co., Inc.
2460 Midway Street
P.O. Box 31435
Shreveport, Louisiana 71130
January 1, 1983

Decker Tank Company
300 Lincoln Ave.
Hawthorne, New Jersey 07506
November 3, 1982

John Deere Horicon
Works of Deere and Company
220 East Lake Street
Horicon, Wisconsin 53032
June 1, 1982

Del Truck Equipment, Inc.
575 Howard Street
Buffalo, New York 14206
January 1, 1983

Delevan Industries, Inc.
1728 Walden Avenue
Buffalo, New York 14225
May 1, 1983

Dunham Manufacturing Co., Inc.
P.O. Box 430
Railroad Avenue
Minden, Louisiana 71055
January 1, 1983

Duralite Truck Body and
Container Corporation
1300 Bush Street
Baltimore, Maryland 21230
January 1, 1983

E. & R. Trailer Sales, Inc.
R.R. #1
Middle Point, Ohio 45863
January 1, 1983

East Manufacturing Corporation
1871 State Rd. No. 44
Randolph, Ohio 44265
August 1, 1982

Eastern Tank Corporation
290 Pennsylvania Avenue
Paterson, New Jersey 07503
January 1, 1983

Eight Point Trailer Corporation
6100 E. Washington Boulevard
Los Angeles, California 90040
January 18, 1983

Elder International
P.O. Box 2061
Houston, Texas 77252
August 1, 1982

Equipment Service, Inc.
40 Airport Road
Hartford, Connecticut 06114
April 1, 1983

Euclid Incorporated
Subsidiary of Daimler-Benz AG
22221 St. Clair Avenue
Cleveland, Ohio 44117
August 1, 1982

John Evans Manufacturing Co., Inc
P.O. Box 669
Sumter, South Carolina 29150
October 1, 1982

Ewell Equipment Company
307 N. Timberland Drive
Lufkin, Texas 75901
February 2, 1983

Excalibur Automobile Corporation
1735 South 106th Street
Milwaukee, Wisconsin 53214
May 22, 1982

Feld Truck Leasing
P.O. Box 10450
Fort Wayne, Indiana 46852
January 1, 1983

Fifth Wheel, Inc.
P.O. Box 15855
14001 East Admiral Place
Tulsa, Oklahoma 74112
January 1, 1983

Ford Motor Company
The American Road
Dearborn, Michigan 48121
January 18, 1983

Freightliner Corporation
4747 North Channel Avenue
Portland, Oregon 97217
December 14, 1982

French Tool & Manufacturing
2501 S. Commerce Drive
P.O. Box 753
Midland, Tx. 79703
July 1, 1982

Freuhauf Corporation
10900 Harper Avenue
P.O. Box 238
Detroit, Michigan 48232
December 1, 1982

Frink Sno-Plows
Division of Compro-Frink Corporation
205 Webb Street
Clayton, New York 13624
October 1, 1982

FWD Corporation
105 East 12th Street
Clintonville, Wisconsin 54929
January 1, 1983

Gail Catt Sales Inc.
16th & Willow St.
Vincennes, Indiana 47591
October 1, 1982

Peter Garafano & Son, Inc.
500 Marshall Street
Paterson, New Jersey 07503
June 5, 1982

Garnon Truck Equipment Company
1617 Peninsula Drive
P.O. Box 1358
Erie, Pennsylvania 16505
January 1, 1983

General Trailer Services, Inc.
2620 Campbell Blvd.
P.O. Box 8
Ellenwood, Ga. 30049
February 25, 1983

General Motors Corporation
Room 12-136
3044 West Grand Boulevard
Detroit, Michigan 48202
January 19, 1983

General Truck Equipment
& Trailer Sales, Inc.
P.O. Box 6954
5310 Broadway Avenue
Jacksonville, Florida 32236-6954
January 1, 1983

Gillig Corporation
P.O. Box 3008
25800 Clawiter Road
Hayward, Ca. 94540
January 1, 1983

Gilson Brothers Company
P.O. Box 152
Plymouth, Wisconsin 53073
September 28, 1982

Gooch Brake & Equipment Company
506 Grand Avenue
Kansas City, Missouri 64106
January 1, 1983

Graham Brake Truck Equipment
1704 11th Street
Sioux City, Iowa 51101
December 1, 1982

Gratiot Equipment Co.
1244 E. Center Street
Ithaca, Michigan 48847
September 1, 1982

The Greyhound Corporation
Greyhound Tower
Phoenix, Arizona 85077
(doing business through)
Motor Coach Industries, Inc.
Pembina, North Dakota 58271 and
Transportation Mfg. Corp.
Roswell, New Mexico 88201 and
Romex, Inc.
Roswell, N.M. 88201
August 1, 1982

Grumman Flxible Corporation
970 Pittsburgh Drive
Delaware, Ohio 43015
January 1, 1983

G-TEC Truck Equipment
3040 Wyoming Avenue
Dearborn, Michigan 48120
January 1, 1983

Hackney and Sons
400 Hackney Avenue
P.O. Box 880
Washington, North Carolina 27889
January 1, 1983

Hackney & Sons (Midwest) Inc.
300 Hackney Avenue
P.O. Box 608
Independence, Kansas 67301
September 23, 1982

Hallenberger, Inc.
5716 Boonville Highway
P.O. Box 5085
Evansville, Indiana 47715
January 1, 1983

Harley-Davidson Motor Co., Inc.
3700 West Juneau Avenue
P.O. Box 653
Milwaukee, Wisconsin 53201
April 1, 1983

Harris Truck and Trailer
Sales, Incorporated
I-55 and Airport Exit
P.O. Box 619
Cape Girardeau, Missouri 63701
January 1, 1983

Heil Equipment Company of
Philadelphia, Incorporated
1223 Ridge Pike
Conshohocken, Pennsylvania 19428
January 1, 1983

The Hess & Eisenhardt Co.
8959 Blue Ash Road
Cincinnati, Ohio 45242
January 9, 1983

Hews Company, Inc.
190 Rumery Street
P.O. Box 2520
South Portland, Maine 04106
January 18, 1983

Hilbilt Mfg. Company
Division of Hill Equip. Co.
Route 7, Box 5089
Benton, Arkansas 72015
January 1, 1983

Hispano American Corporation
P.O. Box 7295
Alexandria, Virginia 22307
May 15, 1982

Hobbs International, Inc.
P.O. Box 59
Keeler Avenue
Norwalk, Connecticut 06856
August 1, 1982

Hobbs Trailers
P.O. Box 1568
Fort Worth, Texas 76101
August 1, 1982

Honda of America Mfg., Inc.
24000 U.S. Route 33
Marysville, Ohio 43040
January 1, 1983

Huntington Brake Service Inc.
448 E. Jericho Tpke.
Huntington Station, N.Y. 11746
August 1, 1982

Illinois Auto Central, Inc.
4750 S. Central Avenue
Chicago, Illinois 60638
October 1, 1982

International Harvester Co.
401 North Michigan Avenue
Chicago, Illinois 60611
January 18, 1983

Iowa Mold Tooling Co., Inc.
500 Highway 18 West
Garner, Iowa 50438
June 1, 1982

Iroquois Mfg. Co., Inc.
Richmond Road
Hinesburg, Vermont 05461
March 1, 1983

Isometrics, Inc.
P.O. Box 660
1402 N. Scales Street
Reidsville, North Carolina 27320
March 31, 1983

IVECO Trucks of North America, Inc.
3494 Progress Drive
Suite B
Bensalem, Pennsylvania 19020
January 1, 1983

Jannell & Son Body Company
840 Cumberland Hill Road
Woonsocket, Rhode Island 02895
January 1, 1983

Jeep Corporation
27777 Franklin Road
Southfield, Michigan 48034
January 1, 1983

F. L. Jursik Co.
245 Victor Avenue
Highland Park, MI. 48203
July 1, 1982

Kaffenbarger Welding Company
10100 Ballentine Pike
New Carlisle, Ohio 45344
January 1, 1983

Kawasaki Motors Corporation
6600 Northwest 27th Street
Lincoln, Nebreska 68524
February 1, 1983

Kay Wheel Sales Co., Inc.
1771 Tomlinson Road
Philadelphia, Pennsylvania 19116
September 24, 1982

Kencar Equipment Company
1906 Lakeview Avenue
Dayton, Ohio 45408-1398
January 1, 1983

Kentucky Manufacturing Company
P.O. Box 17185
Louisville, Ky. 40217
December 1, 1982

Keystone Coach Manufacturing Co.
of Florida, Inc.
501 Nova Road
P.O. Box 1055
Ormond Beach, Florida 32074
April 1, 1983

Lehigh Valley Packing Corp.
Box 196
Rt. 191 at Rt. 33 Interchange
Stockertown, Pa. 18083
August 1, 1982

Leland Equipment Company
5647 South 122 East Avenue
P.O. Box 45128
Tulsa, Ohlahoma 74145
January 18, 1983

Load King
Elk Point
South Dakota 57025
August 1, 1982

Loadcraft, Division of
Allied Products Corporation
P.O. Box 431
Highway 377 Curtis Field
Brady, Texas 76825
November 1, 1982

LoDaL, Inc.
East Blvd.
P.O. Box 2315
Kingsford, Michigan 49801
April 1, 1983

Long Trailer Service, Inc.
P.O. Box 5105
Greenville, South Carolina 29606
January 1, 1983

M & M Equipment, Inc.
P.O. Box 152
Lebanon, New Hampshire 03766
March 14, 1983

Mack Trucks, Inc.
P.O. Box M
Allentown, Pennsylvania 18105
January 1, 1983

Madison Truck Equipment, Inc.
2410 South Stoughton Road
Madison, Wisconsin 53716
October 22, 1982

Manning Equipment, Inc.
12000 Westport Road
P.O. Box 23229
Louisville, Kentucky 40223
April 16, 1983

Marion Body Works, Inc.
211 W. Ramsdell Street
P.O. Box 500
Marion, WI. 54950-0500
January 1, 1983

Marmon Motor Co.
P.O. Box 402009
Garland, Texas 75040
September 1, 1982

McGraw Commercial Equipment Co.
7200 East Fifteen Mile Road
Sterling Heights, Michigan 48077
August 1, 1982

Meadows Hydraulics Sales
and Service, Inc.
U.S. 13 and S. Division St.
P.O. Drawer "M"
Fruitland, Maryland 21826
September 24, 1982

Memphis Brake Service, Inc.
600 Hernando Street
P.O. Box 86
Memphis, TN. 38101
April 1, 1983

Mercedes-Benz Truck Company, Inc.
4747 N. Channel Avenue
P.O. Box 3849
Portland, Oregon 97208
January 1, 1983

W. F. Mickey Body Co., Inc.
P.O. Box 2044
1505 Bethel Drive
High Point, North Carolina 27261
September 23, 1982

Mid West Truck Equipment Sales
Division of Electrographic Corp.
4041 No. Brush College Road
R.R. #7, Box 463F
Decatur, Illinois 62521
February 22, 1983

Middlekauff, Inc.
1615 Ketcham Avenue
Toledo, Ohio 43608
January 18, 1983

Mike & Joe Equipment Co., Inc.
Rochester Road Equipment Inc.
1240 Jefferson Road
Rochester, N.Y. 14623
June 1, 1982

Millington Truck Body Co., Inc.
8440 N. State Strect
P.O. Box 281
Millington, Michigan 48746
December 1, 1982

Monon Trailer
(a Division of Evans Transportation
Co.)
P.O. Box 655
117 N. Walnut Street
Monon, Indiana 47959
August 1, 1982

Moore and Sons, Inc.
P.O. Box 30091
2900 Airways Boulevard
Memphis, Tennessee 38130
December 31, 1982

Morgan Trailer Mfg., Co.
t/a Morgan Corporation
Joanna Road
Box 258
Morgantown, Pennsylvania 19543
January 1, 1983

Motor Truck Equipment Corporation
2950 Irving Blvd.
P.O. Box 47385
Dallas, Texas 75247
December 31, 1982

Mount Vernon Truck Body, Inc.
2222 S. 10th Street
Highway 37 South
Mount Vernon, Illinois 62864
August 1, 1982

Multi Body & Hoist Corp.
180 Varick Avenue
Brooklyn, N.Y. 11237
December 1, 1982

Mutual Wheel Company
2345 Fourth Avenue
Moline, Illinois 61265
August 1, 1982

Nabors Trailer, Inc.
P.O. Box 979
Mansfield, Louisiana 71052
January 1, 1983

Neil's Automotive Service, Inc.
167 E. Kalamazoo Avenue
Kalamazoo, Michigan 49007
January 1, 1983

Nelson Manufacturing Company
6448 U.S. Route 224
R.R. #1
Ottawa, Ohio 45875
January 1, 1983

Neoplan USA Corporation
700 Gottlob Auwaerter Drive
Lamar, Colorado 81052
January 1, 1983

The Ness Company, Inc.
P.O. Box 667
270 N. Zarfoss Drive
West York Industrial Park
York, Pennsylvania 17405
January 1, 1983

New Method Equipment Company
P.O. Box 4638
707 - 27th Avenue, S.W.
Cedar Rapids, Iowa 52407
December 31, 1982

Novi Manufacturing Company
25701 Seeley Road
Novi, Michigan 48050
November 1, 1982

Obrecht Trailer Mfg., Inc.
705 East New York Street
Knox, Indiana 46534
August 1, 1982

Ohio Truck Equipment, Inc.
4100 Rev Drive
Cincinnati, Ohio 45232
December 10, 1982

Olson Trailer and Body Builders Co.
P.O. Box 2445
Green Bay, Wisconsin 54306
August 1, 1982

Omaha Standard, Inc.
2401 W. Broadway
Council Bluffs, Iowa 51501
January 1, 1983

Oshkosh Truck Corporation
2307 Oregon Street
P.O. Box 2566
Oshkosh, Wisconsin 54903
January 18, 1983

Ottawa Truck Division
Gulf & Western Manufacturing Co.
415 East Dundee Street
Ottawa, Kansas 66067
December 10, 1982

Outboard Marine Corporation
100 Sea Horse Drive
Waukegan, Illinois 60085
January 18, 1983

Owens Truck and Trailer Service
520 Ross Clark Circle, N.E.
P.O. Box 1692
Dothan, Alabama 36303
February 25, 1983

PACCAR, Incorporated
d/b/a Kenworth Truck Company &
Peterbilt Motors Company
P.O. Box 1518
Bellevue, Washington 98009
January 18, 1983

Palmer Spring Company
355 Forest Avenue
Portland, Maine 04101
January 18, 1983

Palmer Trailer Sales Co., Inc.
Route 20 East
Palmer, Mass. 01069
August 1, 1982

Peabody Galion
P.O. Box 607
500 Sherman Street
Galion,Ohio 44833
October 31, 1982

Peerless Division -
Lear Siegler Incorporated
18205 S. W. Boones Ferry Road
Tualatin, Oregon 97062
January 9, 1983

Perfection Equipment Company
5100 West Reno
Oklahoma City, Oklahoma 73127
January 12, 1983

Pezzani & Reid Equipment Co., Inc.
3960 West Fort St.
Detroit, Michigan 48216
August 1, 1982

Phoenix Manufacturing, Inc.
375 West Union Street
Nanticoke, Pennsylvania 18634
February 20, 1983

Pioneer Heavy Duty Parts, Inc.
29 Fall River Avenue (Rt. 6)
Rehoboth, Massachusetts 02769
August 1, 1982

Polaris Industries, Inc.
1225 North County Road 18
P.O. Box 1284
Minneapolis, Minnesota 55440
February 1, 1983

C. E. Pollard Company
13575 Auburn Avenue
Detroit, Michigan 48223
November 1, 1982

Power Brake Service & Equip. Co., Inc.
1022 Carnegie Avenue
Cleveland, Ohio 44115
December 31, 1982

Power Equipment Sales
& Service, Inc.
2729 Agnes
P.O. Box 9156
Corpus Christi, TX. 78403
June 1, 1982

Progress Industries, Inc.
400 East Progress Street
Arthur, Illinois 61911
October 1, 1982

PSI Mobile Products, Inc.
25 Eldridge
Mt. Clements, Michigan 48043
July 1, 1982

Quality Truck & Equipment Co.
P.O. Box 102
I-55 Beltline & Mercer Avenue
Bloomington, Illinois 61701
November 15, 1982

R/S Truck Body Company, Inc.
P.O. Box 420
Allen, Kentucky 41601
September 23, 1982

Ravens Trailer Sales
5100 N. Wooster Highway
P.O. Box 525
Dover, Ohio 44622
September 1, 1982

Recreative Industries, Inc.
60 Depot Street
Buffalo, New York 14206
July 13, 1982

Reliable Spring Co., Inc.
10557 South Michigan Ave.
Chicago, Illinois 60628
August 1, 1982

Rogers Manufacturing Company, Inc.
110 Transit Avenue
Box 7100
Nashville, Tennessee 37210
October 1, 1982

Rowe Truck Equipment, Inc.
Otterbein, Indiana 47970
April 1, 1983

Rowland Equipment, Inc.
2900 N.W. 73rd Street
Miami, Florida 33147
November 19, 1982

Ryder Truck Rental, Inc.
4709 West 96th Street
P.O. Box 68490
Indianapolis, Indiana 46206
January 1, 1983

Ryder Truck Rental, Inc.
P.O. Box 100
Pennsburg, Pa. 18073
August 1, 1982

Salina Body Co., Inc.
1525 North Salina Street
Syracuse, New York 13208
August 1, 1982

Schien Body and Equipment Co.
North on University
Carlinville, Illinois 62626
August 1, 1982

Scientific Brake and Equipment Co.
P.O. Box 840
314 W. Genesee Avenue
Saginaw, Michigan 48606
January 19, 1983

Sharpsville Steel Equip. Co.
6th & Main Streets
Sharpsville, Pennsylvania 16150
January 2, 1983

Shear Truck Mfg. Co., Inc.
2321 East Pioneer Drive
Irving, TX. 75061
October 20, 1982

Shoals American Industries, Inc.
338 Washington St.
Muscle Shoals, Al. 35660
August 1, 1982

Skillcraft Industries, Inc.
355 Center Ct.
Venice, Florida 33595
September 1, 1982

Somerset Welding & Steel, Inc.
P.O. Box 735
733 S. Center Avenue
Somerset, Pennsylvania 15501
January 1, 1983

South Florida Engineers, Inc.
5911 E. Buffalo Avenue
P.O. Box 11927
Tampa, Florida 33680
July 2, 1982

Special Trucks, Inc.
5040 Hoevel Road
Fort Wayne, Indiana 46806
January 1, 1983

Steffen Incorporated
623 West 7th Street
Sioux City, Iowa 51103
November 4, 1982

Stone Heavy Vehicle Specialists
2200 Hwy. 70 East
Raleigh, N.C. 27611
August 1, 1982

Swan
P.O. Box 29540
Richmond, VA. 23229
April 1, 1983

T T Parts Warehouse, Inc.
5550 Clay Avenue, S.W.
Grand Rapids, Michigan 49508
September 1, 1982

Taylor-Dunn Mfg. Company
2114 West Ball Road
Anaheim, California 92804
October 3, 1982

Terex Corporation
State Route 91
Hudson, Ohio 44236
January 1, 1983

Thomas Built Buses, Inc.
1408 Courtesy Road
P.O. Box 2450
High Point, North Carolina 27261
March 1, 1983

Three R Industries Inc.
80380 Scotch Settlement
Romeo, Michigan 48065
June 1, 1982

Traffic Transport Engineering, Inc.
28900 Goddard Road
Romulus, Michigan 48174
July 1, 1982

Trailways Manufacturing, Inc.
P.O. Box 3169
2800 Rebel Drive
Harlingen, TX. 78550
April 1, 1983

Transport Equipment Company
3400 - 6th Avenue, South
P.O. Box 3817
Seattle, Washington 98124
January 18, 1983

Triangle Fleet Service
801 Coliseum Blvd. West
Fort Wayne, Indiana 46808
January 1, 1983

Trotter Equipment Inc.
Outer Washington Street
Watertown, N.Y. 13601
March 1, 1983

Truck Equipment, Inc.
P.O. Box 3265
1560 N.E. 44th Avenue
Des Moines, Iowa 50316
January 1, 1983

Truck Equipment, Inc.
680 Potts Avenue
P.O. Box 3280
Green Bay, Wisconsin 54304
January 1, 1983

Truck Equipment Distributors/
Division of Truck Parts & Equipment Co.
2020 Southwest Blvd.
P.O. Box 9605
Tulsa, Oklahoma 74107
August 1, 1982

Truck Equipment Sales, Inc.
Laurie Steiner Road
P.O. Box 91
Theodore, AL. 36582
February 25, 1983

Truck Equipment Service Company
800 Oak Street
Lincoln, Nebreska 68521
January 1, 1983

Truck Parts & Equipment Co.
2120 Southwest Blvd.
Tulsa, Oklahoma 74107
October 1, 1982

Truck Parts and Equipment, Inc.
4501 West Esthner
Wichita, Kansas 67209
December 11, 1982

Truck & Trailer Equipment Co.
P.O. Box 13126
Lansing, Michigan 48901
August 1, 1982

Truckers Equipment, Inc.
1501 N. Port Avenue
Corpus Christi, Texas 78408-0747
December 1, 1982

Truckers Equipment, Inc.
2022 N. 77 Sunshine Strip
Harlingen, Texas 78550
December 1, 1982

Truckers Equipment, Inc.
P.O. Box 1086
85 East Longfield Avenue
Mansfield, Ohio 44901
March 16, 1983

Twin Bay Industries, Inc.
8980 Cairn Highway
P.O. Box 37
Elk Rapids, Michigan 49629
April 30, 1983

Union City Body Company, Inc.
1015 West Pearl Street
P.O. Box 190
Union City, Indiana 47390
September 1, 1982

Unit Rig & Equipment Co.
4110 S. 100th E. Avenue
Tulsa, Oklahoma 74145
January 1, 1983

Universal Go Tract of
Georgia Ltd.
963 Industrial Park Drive
Marietta, Georgia 30062
June 1, 1982

Van Con, Incorporated
123 Williams Street
Middlesex, New Jersey 08846
September 1, 1982

Volkswagen of America, Inc.
27621 Parkview Boulevard
Warren, Michigan 48092
October 11, 1982

Volvo White Truck Corporation
P.O. Box D-1
1031 Summit Avenue
Greensboro, N.C. 27402
January 1, 1983

Vulcan Trailer Manufacturing C
300 Industrial Parkway
Bessemer, Alabama 35020
October 1, 1982

WABCO Construction & Mining
Equipment, a Division of
American Standard, Inc.
2300 N.E. Adams Street
P.O. Box 240
Peoria, Illinois 61639
February 1, 1983

Wagoner Machinery Inc.
945 Safin Road
Columbus, Ohio 43204
October 1, 1982

Walter Equipment USA, Inc.
Northeastern Industrial Park
P.O. Box 279
Guilderland Center, NY 12085
January 1, 1983

Wareheim-Air Brakes, Inc.
3612 Washington Blvd.
Baltimore, Maryland 21227
February 25, 1983

Watkins Motor Trucks, Inc.
2325 West Second Street
Chester, Pennsylvania 19016
August 1, 1982

D.P. Way Corporation
3822 W. Elm Street
P.O. Box 09336
Milwaukee, Wisconsin 53209
January 1, 1983

Wayne Corporation
(An Indian Head Company)
P.O. Box 1447
Industries Road
Richmond, Indiana 47374
October 31, 1982

Wayne Engineering Corporation
2412 West 27th Street
P.O. Box 648
Cedar Falls, Iowa 50613
October 1, 1982

Wheels and Brakes, Inc.
1270 Memorial Drive S.E.
Atlanta, Georgia 30316
August 1, 1982

Wheels and Brakes Inc.
4539 Rutledge Pike
Knoxville, Tennessee 37914
August 1, 1982

Winnebago Industries, Inc.
P.O. Box 152
Jct. Highways 9 & 69
Forest City, Iowa 50436
March 19, 1983

Wyman's Incorporated
P.O. Box 541
Northfield Road
Montpelier, Vermont 05602
July 1, 1982

York-Truck Equipment, Inc.
P.O. Box 6493
Jacksonville, FL. 32205
April 1, 1983

COMPANIES OPERATING UNDER THE MOTOR VEHICLES TARIFF ORDER 1965

Name and Location	Considered as Manufacturer of
Almac Industries Ltd. Pointe Aux Trembles, Quebec	Specified Commercial Vehicles
Amalgamated Metal Industries Ltd. Mississauga, Ontario	Specified Commercial Vehicles
Belgium Standard Industries (Ontario) Ltd. Waterloo, Ontario	Specified Commercial Vehicles
Babcock Motor Bodies Limited Toronto, Ontario	Specified Commercial Vehicles
Brown H.E. Supply Co. North Bay, Ontario	Specified Commercial Vehicles
Canadian Blue Bird Coach Ltd. Brantford, Ontario	Specified Commercial Vehicles
Chrysler Canada Ltd. Windsor, Ontario	Automobiles, Buses and Specified Commercial Vehicles
Collins Manufacturing Co. Ltd. Burnaby, British Columbia	Specified Commercial Vehicles
Diesel Equipment Limited Toronto, Ontario	Specified Commercial Vehicles
Eastern Steel Products Company Cambridge (Preston), Ontario	Specified Commercial Vehicles
Edmonton Truck Body Ltd. Edmonton, Alberta	Specified Commercial Vehicles
Fleet Truck Bodies Inc. Montreal, Quebec	Specified Commercial Vehicles
Flyer Industries Ltd. Winnipeg, Manitoba	Buses
Ford Motor Company of Canada Ltd. Oakville, Ontario	Automobiles, Buses and Specified Commercial Vehicles
Forman Tank and Welding Ltd. St. Marys, Ontario	Specified Commercial Vehicles
Fort Garry Industries Ltd. Winnipeg, Manitoba	Specified Commercial Vehicles

Name and Location	Considered as Manufacturer of
Freightliner of Canada Ltd. Burnaby, British Columbia	Specified Commercial Vehicles
G. & G. Welding Ltd. St. Leonard, Quebec	Specified Commercial Vehicles
General Motors of Canada Ltd. Oshawa, Ontario	Automobiles, Buses and Specified Commercial Vehicles
Hutchinson Industries Downsview, Ontario	Specified Commercial Vehicles
Ideal Body Ltd. Quebec, Quebec	Specified Commercial Vehicles
International Harvester Co. of Canada Ltd. Hamilton, Ontario	Buses
Lacasse, V. Ltée St. Leonard, Quebec	Specified Commercial Vehicles
Larochelle, Phil Equipment Inc. Quebec, Quebec	Specified Commercial Vehicles
Mond Industries Limited Toronto, Ontario	Specified Commercial Vehicles
Multi-Vans Limited Bolton, Ontario	Specified Commercial Vehicles
Paccar of Canada Ltd. Ottawa, Ontario	Specified Commercial Vehicles
Prevost Car Inc. Ste. Claire Dorchester, Quebec	Buses
Reliance Truck & Equipment Limited Surrey, British Columbia	Specified Commercial Vehicles
Swartz Motor Bodies Ltd. Toronto, Ontario	Specified Commercial Vehicles
Thomas Built Buses of Canada Ltd. Woodstock, Ontario	Buses
Trailmobile Canada Limited Brantford, Ontario	Specified Commercial Vehicles

Name and Location	Considered as Manufacturer of
Universal Sales Limited Saint John, New Brunswick	Specified Commercial Vehicles
Volvo (Canada) Ltd. Toronto, Ontario	Automobiles
Wajax UEC Limited Markham, Ontario	Specified Commercial Vehicles
Welles Corporation Ltd. Windsor, Ontario	Buses and Specified Commercial Vehicles
Wilson's Truck Body Shop Ltd. Truro, Nova Scotia	Specified Commercial Vehicles

DESIGNATED COMPANIES UNDER PARAGRAPH 2(3)
OF THE MOTOR VEHICLES TARIFF ORDER

Name and Location	Designated by
Blue Bird Quebec St. Lin, Quebec	Canadian Blue Bird Coach Ltd. Brantford, Ontario
Canadian Blue Bird Sales Co. Hartford, Ontario	Canadian Blue Bird Coach Ltd. Brantford, Ontario
Chrysler Truck Centre Ltd. Rexdale, Ontario	Chrysler Canada Ltd. Windsor, Ontario
Edinburgh Electric Ltd. Toronto, Ontario	Diesel Equipment Ltd. Toronto, Ontario
Mobile Tank Industries Ltd. Agincourt, Ontario	Almac Metalcraft Inc. Pointe aux Trembles, Quebec
J.J. Taylor and Sons Limited Concord, Ontario	Diesel Equipment Ltd. Toronto, Ontario

COMPANIES OPERATING UNDER SPECIAL ORDERS-IN-COUNCIL

Name and Location	Considered as Manufacturer of
American Motors (Canada) Ltd. Brampton, Ontario	Automobiles and Specified Commercial Vehicles
Aurora Cars Ltd. Richmond Hill, Ontario	Automobiles
Bombardier Inc. Division du matériel logistique Valcourt, Quebec	Specified Commercial Vehicles
Canadian Disposal Equipment Co. Ltd. Toronto, Ontario	Specified Commercial Vehicles
Care Equipment Mfg. Co., Ltd. Breslan, Ontario	Specified Commercial Vehicles
Central Truck Body Co. Ltd. Weston, Ontario	Specified Commercial Vehicles
Champion Truck Bodies Ltd. Montreal, Quebec	Specified Commercial Vehicles
Childs Truck Bodies Ltd. Stoney Creek, Ontario	Specified Commercial Vehicles
Commercial Vans Incorporated Mississauga, Ontario	Specified Commercial Vehicles
Contran Mfg. Ltd. London, Ontario	Specified Commercial Vehicles
D & G Roussy Industries, Ltd. London, Ontario	Specified Commercial Vehicles
Dresser Canada Inc. Mississauga, Ontario	Specified Commercial Vehicles
George C. Doerr Body & Trailer Co. Cambridge, Ontario	Specified Commercial Vehicles
Dominion Truck Bodies, Ltd. Mississauga, Ontario	Specified Commercial Vehicles

Name and Location	Considered as Manufacturer of
Funcraft Vehicles (1981) Ltd. Cambridge, Ontario	Specified Commercial Vehicles
Girardin Vehicles Industries Cambridge, Ontario	Buses
Hal-Vey Industries Ltd. Calgary, Alberta	Specified Commercial Vehicles
International Harvester Co. of Canada Ltd. Hamilton, Ontario	Automobiles (Travelalls) Specified Commercial Vehicles
Lennox Van Inc. Lennoxville, Quebec.	Specified Commercial Vehicles
McEwan Tougard Industries Bracebridge, Ontario	Specified Commercial Vehicles
Mack Canada Inc. Islington, Ontario	Specified Commercial Vehicles
Marathon Electric Vehicles Inc. St. Leonard Montreal, Quebec	Specified Commercial Vehicles
Motor Coach Industries Ltd. Winnipeg, Manitoba	Buses
Ontario Bus Industries Inc. Mississauga, Ontario	Buses
Ottawa Truck Bodies Ltée/Ltd. Ottawa, Ontario	Specified Commercial Vehicles
Pettibone (Canada) Ltd. Mississauga, Ontario	Specified Commercial Vehicles
Pollock Equipment Strathroy, Ontario	Specified Commercial Vehicles
Remtec Inc. Chambly, Quebec	Specified Commercial Vehicles
Red Top Equipment Company Limited Orillia, Ontario	Specified Commercial Vehicles
Superior Bus Mfg. Ltd. Morris, Manitoba	Specified Commercial Vehicles

Name and Location	Considered as Manufacturer of
Sturdy Truck Body (1972) Limited Kitchener, Ontario	Specified Commercial Vehicles
Teal Manufacturing Ltd. Windsor, Ontario	Specified Commercial Vehicles
Thermo-King Western Ltd. Edmonton, Alberta	Specified Commercial Vehicles
Transit Van Bodies Inc. Laval, Quebec	Specified Commercial Vehicles
Triangle Truck Equipment Ltd. Waterloo, Ontario	Specified Commercial Vehicles
Truck Equipment & Service Co. Agincourt, Ontario	Specified Commercial Vehicles
Universal Handling Equipment Co. Hamilton, Ontario	Specified Commercial Vehicles
Walter Motor Trucks of Canada Ltd. Ville D'Anjou, Montreal, Quebec	Specified Comemrcial Vehicles
Welles Corp. Ltd. Windsor, Ontario	Specified Commercial Vehicles
Westank-Willock A Div. of Willock Industries Ltd. Regina, Saskatchewan	Specified Commercial Vehicles
Western Star Truck Inc. Kelowna, British Columbia	Specified Commercial Vehicles